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Easyriders®
351 • September 2002
Hottest Kit Ever: Don't Fear The Reaper!
EXCLUSIVE Harley's New "Screamin' Eagle" Deuce!
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TakingItEasy

Good news for all you beer drinkers. Japanese researchers announced that **beer inhibited** liver, prostate, colon and rectal cancers in rats by as much as 50 percent. And unlike other cancer-inhibiting foods (such as spinach and broccoli), only small amounts need be consumed to acquire the beneficial effects. (So next time you're stopped for what might appear to be a D.U.I., just tell the cop you've been busy watching after your health.)

Here's another one for you beer drinkers. It seems the managing director of South Africa's Milk Producers Organization demanded that the country's Advertising Standards Authority **condemn a beer ad** that "discriminates against milk" by implying that it is "dull and boring." (In the ad, three demure milk-drinkers at a cricket match become envious of rowdy beer drinkers and eventually join them.)

A 22-year-old man was arrested and charged with shooting his **longtime friend** during an argument over which of the two was the better friend.

A Spanish inventor made the first U.S. sale of his $20,000 side-loading, automatic cat-washing machine to a Miami company (PetClean USA). The three-cycle, **37-nozzle machine** processes the cat in 30 minutes. (The inventor swears the cat doesn't mind.)

And here's another wonderful invention. An "anti-rape" pair of jeans has been invented. It has a locked, coded, steel top-button designed to discourage attackers who haven't time to figure out how to open it. This was **invented in Croatia,** of all places. (You obviously don't want to wait until the last minute to hit the head.)

A Judicial Conduct Board doesn't know quite what to do about one of the judges. It seems there are several alleged incidents including creating a disturbance at an airport ticket counter, "giving" his $60,000 car to a young man and not remembering it so that he later called in a **stolen car report,** being arrested for creating a disturbance with a cab driver about the fare, removing his pants at a restaurant, being arrested at a theater for becoming boisterous during a movie, and allowing his pants to fall down several times while having an animated conversation on the street. I can tell ya what they'd do if it were me or you!

What's with our judicial system these days? A man was awarded $4,500 and medical expenses after being bitten on the butt by his neighbor's beagle. The dog was on a chain in its owner's fenced-in yard at the time. And so was **the man who was bitten** (in his neighbor's yard, that is—not on a chain). The award was less than asked for because the jury felt the dog may have been provoked by the man who, at the time, was repeatedly shooting it with a pellet gun.

A woman called the police on a Saturday to report a sexual assault and was told to call back on Monday because the **staff was limited** on weekends.

I guess you could call this "business as usual": A killer went into a workplace, called in a pizza order to Domino's, waited until the delivery man came, and shot **the guy who opened the door for the pizza** (apparently he made a better target that way). After the shots were fired, the Domino's man fled in fear, but a few minutes later another Domino's man arrived, gathered up the left-behind pizzas, and resumed the delivery route.

A Malaysian man, intending to warn others who employ household help, told reporters that he had **recently fired his maid** because he had acquired hidden-camera proof that she boiled her underwear in the soup she served him. Yum!

Now for some actual sports quotes: A team's general manager, commenting on his team's 7-27 record, said, "We can't win at home. We can't win on the road. As general manager, I just can't figure out where else to play." And regarding his coach, a receiver said, "He treats us like men. **He lets us wear earrings."** And some parting words from a basketball coach, recounting what he told a player who received four F's and one D: "Son, looks to me like you're spending too much time on one subject."

I guess those handicapped parking spaces are worth their weight in gold. A guy was charged with aggravated battery after he won a handicapped parking space from a 77-year-old woman who was standing in it, trying to reserve it for her husband who was driving. He allegedly said, **"Lady, if you don't move,** I'm going to run you over" (even though his car didn't have a handicapped permit on display) and he did.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 351 • SEPTEMBER 2002

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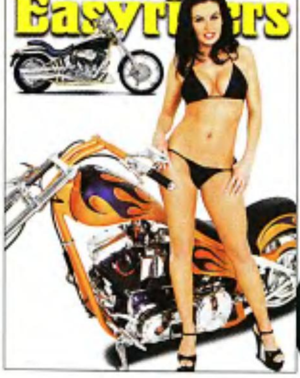

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Harley's New Screamin' Eagle Deuce shot by Pam Proctor. Sultry Shauna with Bernt Karlsson's Chopper shot by Ken Ross. Special imaging by Bryan Ferguson.

The next liver-quiverin' issue goes on sale September 3rd, 2002. **Printed in the USA.**

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WordMonger

A Rebuttal

This is to "Sundown" in the April issue. I'm sick and tired of hearing this shit! What planet are you from? Manufacturers, in an effort to improve reliability, ease of maintenance, and safety, continually make changes. These changes are brought about through exhaustive research and testing and when deemed "an improvement," are then incorporated into their products. Harley-Davidson is no different.

The reasons for incorporating belt drives are many, but the most obvious are no chain noise, no chain lube all over the place, and less maintenance.

My 2001 Electra Glide has over 50,000 miles in 18 months on it thus far and, by the way, not so much as needed an adjustment.

You so-called Harley riders of the past with tunnel vision and egos larger than your beer bellies suffer from what I call short-dick disease. In other words, you and your bros spend more time in your garages pattin' each other on the fannies, telling each other how bitchin' you are, and putting down other people's rides than you do riding. Most people who make changes to their motorcycles do so to improve overall performance or looks. Congratulations! You just took a giant step backwards.

Your 1990 Heritage is what it is and will never be that old-style so-called "real" Harley you and your bros aspire it to be. So quit jackin' everyone else around with your ill-informed views. Guys like you are a discredit to the motorcycle riding public. Listen up—no matter what make of motorcycle a person rides, the simple fact is that he or she is part of a fraternity of millions of motorcycle enthusiasts and deserves a courtesy wave irregardless of what type machine that person is riding.

Although I am not an advocate of helmet laws, and I know Texas does not have one, I believe, in your case, a helmet would do you wonders. The hot Texas sun has obviously impaired your ability to reason and make sound judgments, and in the event you ever fall off your bike (and I sincerely hope you don't), it may just save what few brain cells you have left.

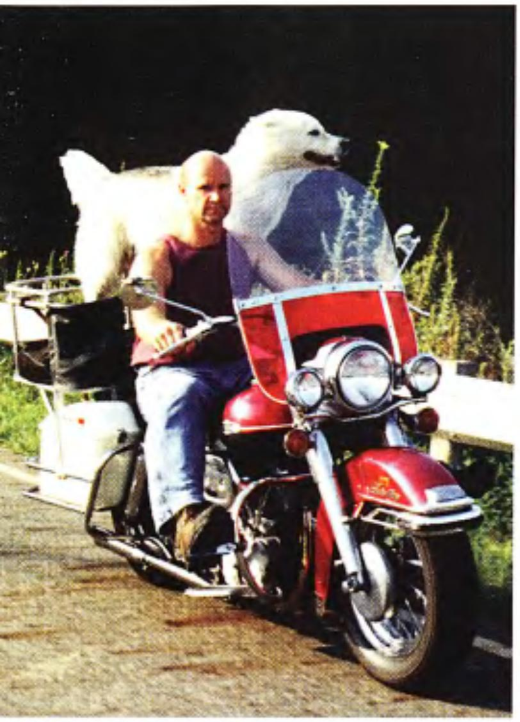
Mr. McCain
Lancaster, California

It's Good Enough

Here's a photo of my '82 FLH (America's motorcycle) with a few of America's team cheerleaders (Dallas Cowboy cheerleaders). If this photo isn't good enough for *Easyriders* magazine, there are no oil wells in Texas!

Larry Staub
Plano, Texas

There's oil wells in Texas?



North to Alaska

My trip to Alaska started in September of 2000 on a 1969 Electra Glide, but it was cut short due to the original gaskets and seals leaking oil and above average oil consumption. I made it to Fargo, North Dakota, before turning and heading back to Ohio.

Over the winter I rebuilt the engine and went through the rest of the bike. While I was doing that, Cochise (my dog) stayed in the garage and sometimes lay on the opposite side of the bike looking under it while I was at work.

When spring came, I decided to try the trip again. My wife said I should take Cochise this time because he helped work on the bike and you know how much he likes to ride.

On Memorial Day weekend in 2001 we headed for Alaska. People told me it would be a trip of a lifetime. Most didn't know about Cochise going and the ones who did, didn't think we would make it for all sorts of reasons.

The trip was great—border crossing was a snap. We crossed into Saskatchewan, then into Alberta, British Columbia, Yukon, then into Alaska. Along the way the weather was mostly sunny with a few days of rain.

Then on the return trip I had to grind a link out of the chain because of all the mud, sand and normal wear. When I did find a Harley shop, they let me put the bike in the showroom to work on it because of threatening rain.

People along the entire trip were very helpful, and they must have taken a thousand photos. They gave Cochise food, let him go into a bar, and stopped to see if we needed help whenever we took a break along the side of the road.

Hugh Hillman
Alliance, Ohio

When was your last 69?

When did your issue No. 69 come out? I'm asking because that issue was my first exposure to your magazine. My mom, dad, brother and two sisters were on one of those road trips from hell (San Francisco to Anaheim). We pulled over for gas. I don't remember buying the magazine, but I do remember heading down the freeway and asking my mom why all the page numbers were 69.

My mom took the magazine away from me, but my dad gave it back that night at the campground. I've been hooked ever since. (By the way, I'm 39 years old.)

Ron Engelen
Umatilla, Oregon

That issue of Easyriders had a March 1979 cover date.

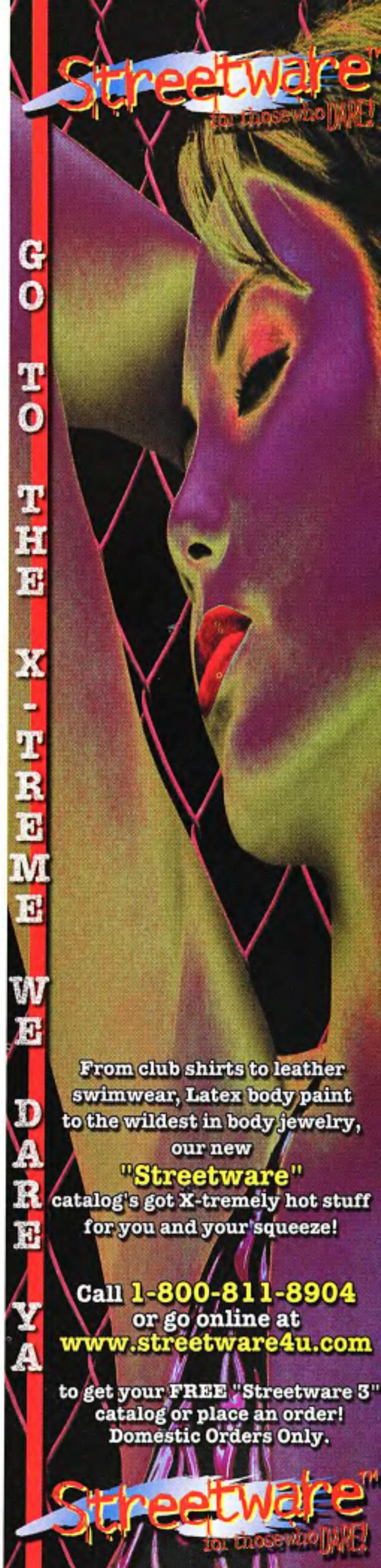
Takes Issue

Regarding the "Knuckle Sandwich" bike feature in the March issue, first off, I must say that Billy Lane builds some truly innovative and magnificent bikes. But Jeff Moore is way off line comparing it to a "WWII Japanese bomber." I think he is merely confusing the look of "Knuckle Sandwich" with Chica's Japanese style of chopper.

Harley is American, Mr. Moore! Can you name even one Japanese aircraft from WWII (never mind bombers specifically)? The Japanese bombers killed our soldiers in WWII, and it ain't a compliment (nor is it accurate) to compare one of Billy Lane's masterpieces to one. I'm in the Army Reserves, and I say fuck the Japanese aircraft and their motorcycles too! Besides, remember that the knucklehead was also manufactured during the war years even though it was the "WLA" that helped our American soldiers.

Harley Charlie
Middlesex-Essex,
Massachusetts

Dear Harley Charlie,
When Jeff read your letter he was so depressed over ever using the words "Japanese bomber" in a bike feature that he slunk out into his garage and cut off his own foot with an entrenching tool. We have him on heavy medication. —Ed.



Russell Mitchell moved to America 10 years ago from Gloucestershire, England. He has been building bikes for about 20 years, but decided to make it a business about six years ago opening Exile Cycles in Sun Valley, California. All along they have stubbornly stuck to their styling ethic: They build bare-bones, satin and flat black machines, tough, fat, hard-core, very clean European-type bikes. Over the years they have kept to that clean look, which is very distant from the American builders fancy custom scene, which tend towards chrome, bright colors, and even engraving.

The main business at Exile Cycles revolves around the parts they've designed to suit their particular needs. If Exile has a "trademark" product, it is their Sprocket Brake Kit, incorporating the drive sprocket with a brake rotor and the caliper as part of the kit, allowing you to run the right side completely open for a custom look. Exile Cycles is also the U.S. importer for SJP of Holland, makers of front ends, brake components and many other sweet parts.

Exile's fenders are also becoming very

THE Chopper

JUST THE BARE NECESSITIES FROM EXILE CYCLES

Exile

popular these days. They've dubbed them the "Trojan" fenders, because they "fit the tire like a second skin," and are offered in a variety of widths from 8 to 11 inches.

In addition to their meat-and-potatoes parts business, Exile builds several special bikes a year to order for their customers, plus a few shop bikes. All of their bikes are offered in "kit" form, with a variety of one-off parts for the individual owner.

This bike is their shop bike for 2002 and Russell's personal ride. They refer to it as "THE Chopper" and you'd pretty much have to agree that it is the epitome of what a chopper should be, tough, clean, hard-core, and black. They built this bike to show off at the Easyriders Pomona Bike Show. What most definitely sets this bike apart from previous Exile Cycles is its aggressive styling—the long front end, and the extreme rake.

This ultimate chop features a tried-and-true TP Engineering 113-inch motor and runs a JIMS 6-speed tranny for incredible highway performance. A Primo 3-inch belt with Exile motor plate, spin-on oil filter, and Exile's too-cool starter housing kit complete the driveline package.

The rear tire is a massive 15-x-8-inch "Monster Wheel" with a 230 Avon for sticking power. It utilizes the previously mentioned sprocket brake, which allows that beautiful single-flange hub to show through. Nice.

Up front you'll find a set of 14-inch-over-stock front tubes with 45 degrees of rake in the neck plus 6 degrees additional in the SJP trees, giving it a total rake of

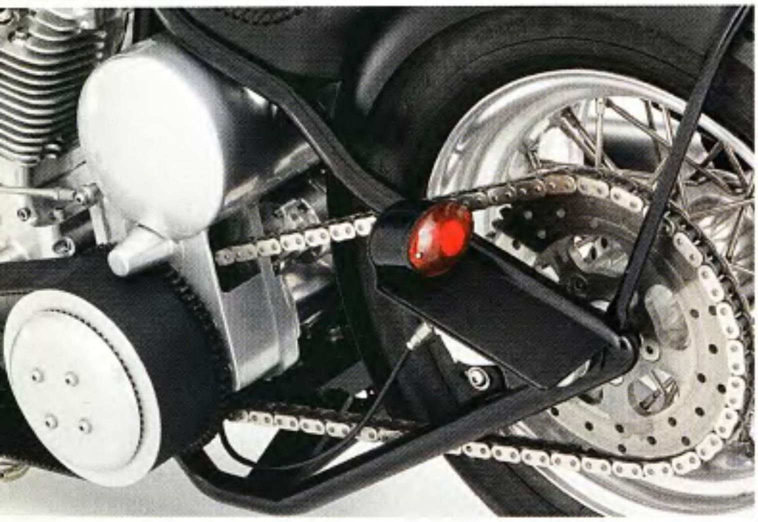
51 degrees. This allows the trail to fall in the normal range so the bike is easy to ride.

The slick scoot utilizes their signature round oil tank, fat 2 1/2-inch Monster drag pipes, and Exile forward controls. The coolest feature on the bike is the internal twist grip clutch, with matching twist grip throttle—an Exile Cycles exclusive. The handlebars are super clean, no levers, no switches; they just look like a length of tubing with two grips. To keep the uncluttered look they have also eliminated the front brake lever, routing the front braking juice to the rear foot-brake lever.

The go-juice is stored in a reworked King Sportster tank, and your butt sits on a hand-tooled leather seat, way low to the ground. The bike is very comfortable, despite its bare bones design. Exile has taken the "chrome don't get ya home" theme to heart. The scotch bright finish on the aluminum parts and the matte-black paint work beautifully together.

Contact Russell and his demented gang at 818-623-6446 or check their wild Web site at: www.exilecycles.com.

—Kit Maira

Exile


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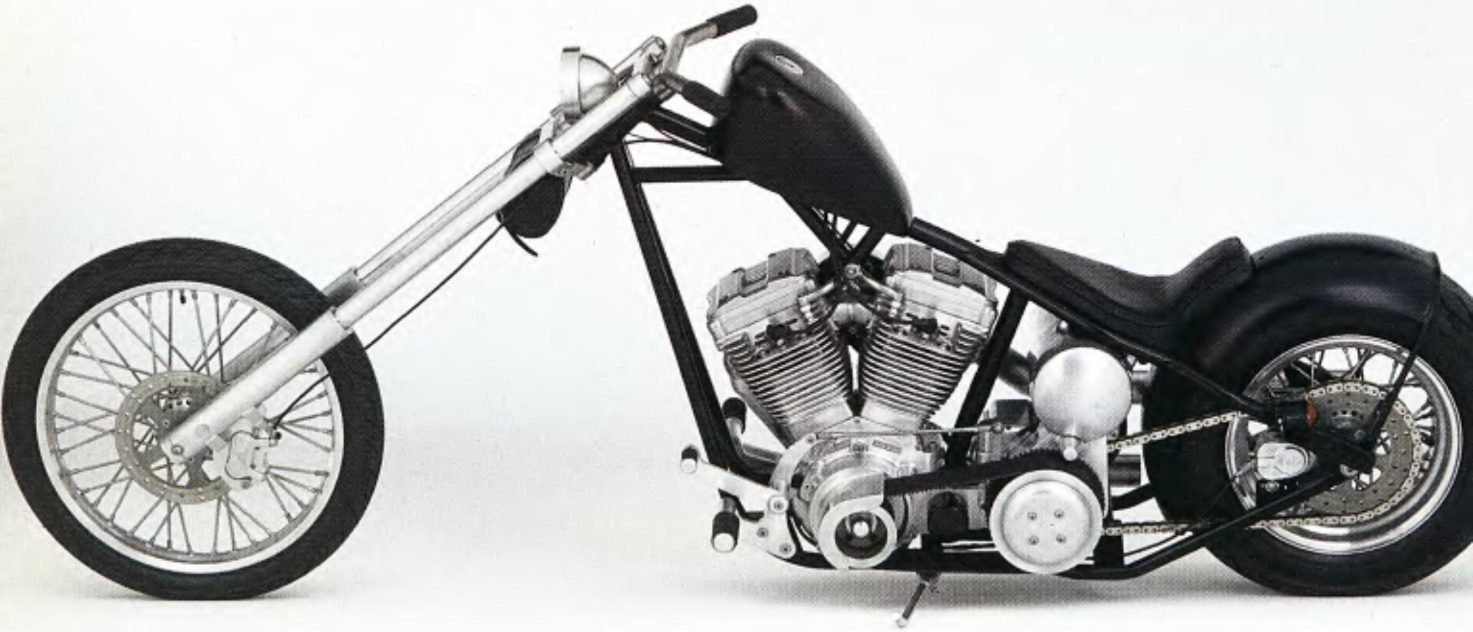

Owner: ....Exile Cycles
City: ......Sun Valley, California

General
Fabrication:..........Exile Cycles
Year/make: ....2001 Special Construction
Model: ....THE Chopper
Assembly: ....Exile Cycles
Time: ....5 months
Chroming:........................none

Engine
Year: 2001
Builder:............TP Engineering
Displacement: ....113 cubic inches
Cam: ....TP Pro-Series Special Grind Camshaft
Carb: ....S&S Super G
Ignition:..........Dyna S dual fire
Pipes: ....Exile Cycles 2.5-inch Monster drag pipes with baffles and polished billet tip

Transmission
Make:..JIMS 6-speed, Pro-cut gears, polished with polished billet covers

Painting
Molding: ....powdercoat by Andrews
Painter: ....Paint by Miguel's Psycle Paint, Mesa, Ariz.
Color: ....satin black
Type: ....don't know, but it's rugged
Special paint: ....none

Frame
Maker: Exile Cycles by Daytec
Type: ....rigid
Rake: ....45 degrees
Stretch: ....4.5 inches
Shocks: ....none

Accessories
Handlebars: ....Exile Cycles Fatbar drag bars, 1.25-inch stainless steel
Risers:..........................integral
Handlebar controls: ....Exile internal throttle and clutch
Fender: ....Exile Cycles
Headlight: ....4.5-inch SJP
Taillight: ......Exile Cycles side-mount, mini catseye taillight
Speedo: ....none
Pegs:....................Exile Cycles
Foot controls: ......Exile Cycles forward control
Gas tank: ....King Sportster, reworked
Oil tank: ....Exile Cycles
Seat: ....Exile Cycles/Paul Cox
Mirrors: ....none
Grips: ....Harley-Davidson

Front end
Type: ..6-degree internal rake, 14 inches over stock
Builder: ....SJP - Tech Glide

Wheels
Size: ....21-inch front/ 15 x 8 230 rear
Tires:...............................Avon
Brakes: ....SJP front/Exile Sprocket Brake rear

Special features:...................
twist grip clutch, foot brake controls for front and rear brake, coil hidden in gas tank tunnel

Photos: ....Elde Stewart

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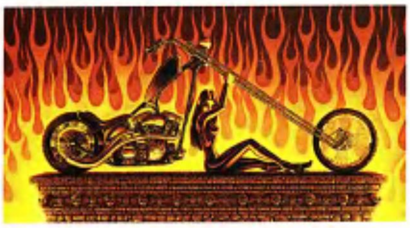

Hot Damn!

Chopper Heaven is the newest release from motorcycle artist Chris Kallas. This sizzling painting has been reproduced on a premium 80-pound, acid-free cover stock. The lithograph prints measure 18 inches x 27 inches. Available as a signed limited edition of 300 for a mere $39.95 or unsigned for $19.95 (plus $4.95 for shipping). For more information call Chris himself at 310-316-2790 and tell him we sent ya.

Goliath Cometh!

Daytec presents their mighty, new Goliath motorcycle frame. Built from 1 1/2-inch-diameter steel tubing, the frame features 1 1/4-inch tubing on the swingarm. Speaking of swingarm, the Goliath comes with your choice of either softail-style, or Daytec's own Stealth-style with hidden rear axle.

The Goliath can accommodate a 250-series rear tire without breaking a sweat and is built to last, Daytec says. It accepts 5- or 6-speed transmissions and any V-twin motor. Rake and stretch can be tailored to your specs, and the Goliath is available in left or right side drive. Daytec says, another feature setting its Goliath frame apart from its counterparts is the new modular removable front motor mount assembly.

Each frame kit is delivered primered and ready for paint featuring a polished stainless steel rock guard kit, pivot axle bearing and shaft assembly, 1-inch rear axle and axle block covers and more.

For more info call Daytec at 760-244-1591, or visit their Web site at www.dayteccenter.com

Giorgio Nannini Goggles

Distributed exclusively by Pacific Coast Sunglasses, these hand-sewn leather retro-goggles are modeled after early 20th century riding gear and are made in Italy by Giorgio Nannini.

The Custom model was born at the beginning of the post-war period and has been updated with the newest technology and ergonomics keeping the style and charm of the era, says Nannini. The Biker is an evolution of the Custom model, and takes advantage of modern production processes that provide the ability to use cylindrical lenses for a clear view. The Streetfighter is the most modern and aggressive among their line up of goggles. It's designed to be used over the helmet thanks to the adjustable fork where the elastic band is mounted.

Suggested retail is $89.95. For more info, contact Pacific Coast Sunglasses Inc. at 800-999-9153, or log on to www.pcsun.com

Küryakyn Silhouette Levers

As tasteful as an Oscar, this beautifully sculpted set of levers adds a really unique accent to any Harley-Davidson (except the V-Rod).

There's little doubt these tantalizing metal sculptures are probably as easy on the hands as they are on the eyes.

Küryakyn offers their Silhouette Levers for '82-'95, and '96 and up Harley-Davidsons. Suggested Retail is $69.95 a set.

Contact Küryakyn at 715-247-5008 for more information, or log on to www.kuryakyn.com.

Stampede Internal Throttle

The Stampede internal throttle system is now available through MC Advantages. Designed to offer the bike builder the possibility to dramatically "clean up" the appearance of the bars, the Stampede internal throttle kit is mounted through the handlebar. This kit has positive stops at both closed and full throttle and is machined for smooth, precise operation, incorporating a brass roller bearing to insure long life. MC Advantages' new Stampede internal throttle system will fit any 1 1/4-inch or 1 1/2-inch handlebar. Note that most handlebars require some modifications.

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TONY CUEVAS' SLAMMED SLED

HOT MATCH HOT ROD

Tony Cuevas lives in the middle of custom bike central; San Jose, California, is known for famous bike builders, but he looked to the SoCal area when he wanted a hot rod bike with a distinctively low-rider personality.

"When my friends and I saw the bikes Matt Hotch at Hot Match Customs in Fullerton was building, we said, 'Man, this guy's building low-riders with two wheels and doesn't even know it. He's caught the feel and the look we like.' I grew up on low-riders, and all my bikes had whitewalls and were slammed. But when I saw Matt's bikes, I said, 'Hey, I don't like choppers, but I like these.'"

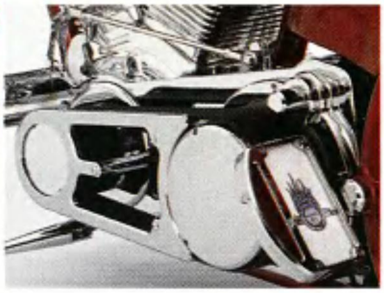
As for Matt, who's built a couple of other customs for Tony, the challenge was to make the bike as low as possible and still be rideable. "I had to rake the neck out to 40 degrees to keep up the handling. It's got the single downtube, and Tony calls it is The Mini Bike because it's so itty-bitty." If you look closely at the forward controls, Matt seems to have performed a bit of magic since they're not connected to the frame at all. The controls are part of the cam cover and primary, a trick component built by one of Matt's friends. Since Tony likes to add his own touch to his bikes, it was his friends at The Works Auto Body up in San Jose who massaged the bodywork and sprayed the hot rod red paint job.

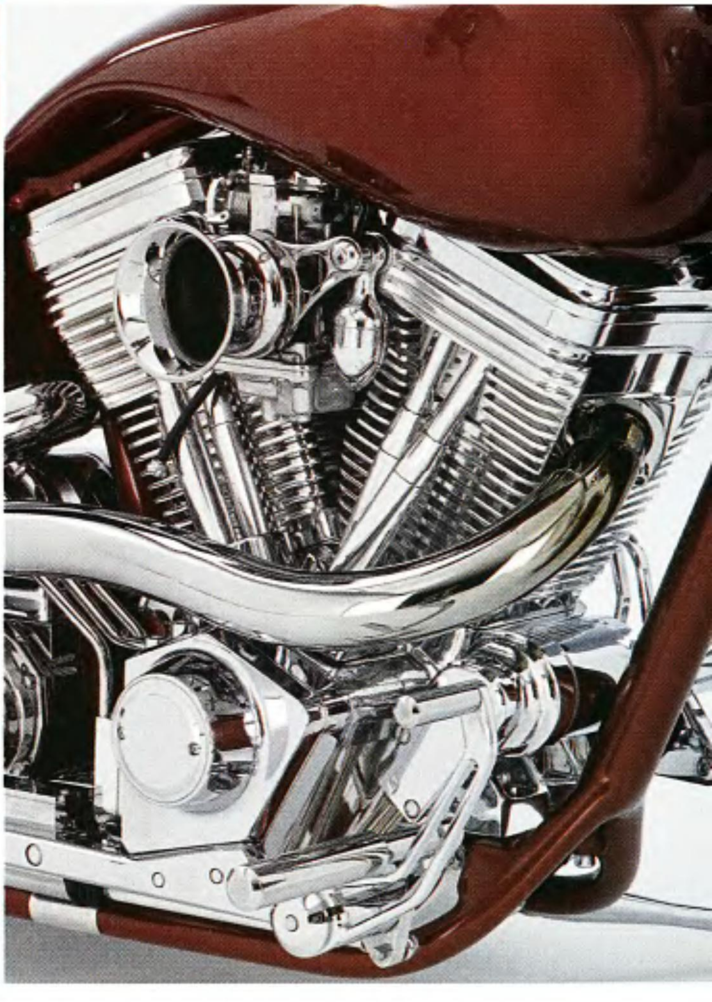
Asked how the bike feels to ride, Tony says, "All of Matt's bikes feel balanced

and tight. They feel like a factory piece. If you look at the clearances, they're crazy. When it's parked, people say, 'hey, your bars are resting on your tank, what's going on?' You can just about slip a sheet of paper between them. But I guess for Matt, that's a big clearance," laughs Tony. "I told him, you should be working on the space shuttle or something. I like things that are kinda hard to drive, but this one's easy to handle. I rode it all the way to the Hollister Run, and lots of other places. Matt's bikes look radical, but they ride like a Cadillac."

Tony's hot rod carries Matt's favorite choice of powerplants for his customs, a Nigel Patrick/S&S combination about which Tony says, "A lot of people run the S&S 98-inch motor, but I said why not step up to the 113?"

The last time we talked to Matt Hotch he had 14 projects lined up, but now he tells us he's whittled that down to six. And he's getting together a personal ride that he hopes to debut at the next Easyriders Bike Show in Pomona in 2003. Meanwhile, Tony's enjoying his hot rod low-rider and is busy building up a cool mini-chopper for his 5-year-old son Raymond who wants to ride side by side with his dad. *—Paul Garson*





Owner: Tony Cuevas
City: San Jose, California

General

Designer: Matt Hotch/Hot Match Customs

General

Fabrication: Hot Match Customs
Year/make: 2000 Hot Match
Model: Hot Rod
Assembly: Hot Match Customs
Time: 1 year
Chroming: West Coast Chrome

Engine

Year: 2000
Model: S&S
Rebuilder: Patrick Racing
Ignition: Dyna 2000
Displacement: 113 cubic inches
Lower end: S&S
Balancing: Patrick Racing
Pistons: J&E
Heads: Patrick Racing
Cam: Patrick Racing
Lifters: JIMS
Carb(s): Mikuni
Air cleaner: velocity stack
Pipes: Hot Match

Transmission

Year: 2000 Thunderider
Modifications: chrome cases
Shifting: custom foot controls

Painting

Painter: The Works Auto Body
Color/type: special blend red
Type: Mitsubishi

Frame

Year: 2000
Builder: modified Harley-Davidson
Type: low custom
Rake: 40 degrees
Stretch: 2 inches
Shocks: Progressive Suspension
Modifications: drop neck

Accessories

Bars: Hot Match
Handlebar controls: Hot Match
Fenders: Hot Match
Headlight: Headwinds
Taillight: Billet 4-U
Speedo: nope
Pegs: Billet 4-U
Electrics: Hot Match
Gas tank: Berg/Hot Match
Oil tank: Harley-Davidson
Oil system: Hot Match
Primary cover: Billet 4-U
Seat: High End Products
Mirrors: none
Grips: Yaffe

Forks

Type: Wide Glide
Extension: 2-inch under FLH
Builder: Harley-Davidson/Perse Performance

Wheels

Size: 21-inch front/ 17-inch rear
Hub: Eurocomponents
Tires: Metzeler
Brakes: Performance Machine

Photographer: Elde Stewart

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industry news

Bradley David Productions And Corbin Saddle Join Forces To Launch New Motorcycle Program On Speed Channel

The creators of the hit television shows *My Classic Car* and *Popular Hot Rodding* will soon launch *Ride On,* their first show in the motorcycle category. Corbin Saddle, one of the best-known and most respected companies in the motorcycle aftermarket, has signed on as title sponsor. Corbin's *Ride On* debuted June 11 on Speed Channel's Two-Wheel Tuesday at 11 p.m. Eastern.Corbin's *Ride On* is a fast-paced, location-based show designed to capture the enthusiasm and excitement of the motorcycle hobby. Episodes contain coverage of events and rallies, features on particular motorcycles, celebrities and collections as well as product/tech segments.

Dennis Gage, host of *My Classic Car* and co-owner of Bradley David Productions Inc., is executive producer of Corbin's *Ride On.* He will also play an occasional on-camera role as a guest correspondent on the new show."

Mike Corbin, CEO of Corbin Saddle explains, "We've wanted to get into television for some time because we believe it's the most effective way to reach our customers, and this is a perfect match up. We're very excited."

Brian Jackson, a longtime radio announcer and motorcycle enthusiast, will host Corbin's *Ride On.* Brian is also currently the voice of both *My Classic Car*and *Popular Hot Rodding* and has a wide variety of experiences that he brings to the new show. "Along with my career in broadcasting, I've had a lot of seat time on a variety of bikes over the years. It's great when your hobby can become your job. This is going to be a blast!" he says.

Corbin's RIDE ON™

good deeds done

21st Century Expands To M/C Insurance

Can you guess which guy is Erik Estrada?

Photo: 21st Century

The 21st Century Insurance Company announced May 17 that it will begin offering coverage for motorcycles. To announce the new motorcycle coverage, 21st Century Insurance sponsored a one-day motorcycle ride and rally, hosted by TV star Erik Estrada, to benefit local charities. Estrada is well known for his six-year run starring as a motorcycle-riding highway patrol officer in the television series *CHiPs*.

This announcement marks 21st Century Insurance's entry into the California motorcycle insurance market. The company is currently the seventh-largest provider of personal auto insurance in California and insures more than one million automobiles in California, Arizona, Nevada, Oregon and Washington. According to the Motorcycle Industry Council, there are nearly 900,000 motorcycles owned in California.

21st Century Insurance is one of the only direct-to-consumer insurance companies to offer "specialty" motorcycle coverage in California. Many insurance companies strictly limit motorcycle coverage and will only offer to customers with pre-existing auto policies. However, by offering "specialty" coverage, 21st Century Insurance will provide motorcycle insurance as a stand-alone policy to any existing or future customer. As an added incentive for customers, the company will offer a 15% multi-vehicle discount for customers who add motorcycles to their existing auto policies.

"At 21st Century Insurance, we believe the customer should get more...more coverage, more service, more savings," Marlow added. "Launching into motorcycle insurance and expanding our auto insurance portfolio is just one more way the company is improving and expanding coverage and services for 21st Century customers."

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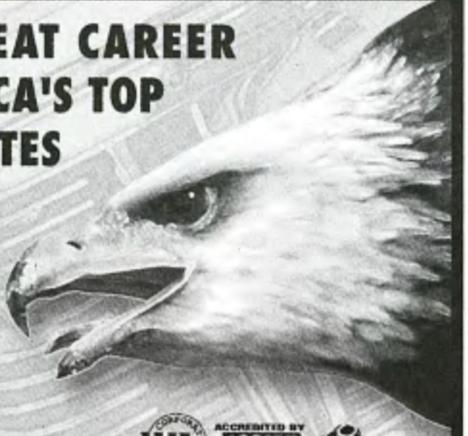

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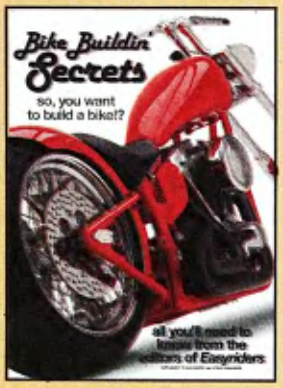

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two-wheeled tidbits

Spanning the biking globe...

KENYA: In a feature story out of Kenya, some people there are discussing the origins of lightning. A few folks there still think the land is "cursed" once it's hit by lightning. Fortunately, in Kenya, where a lot more people ride, percentage-wise than here in the U.S., their experts are warning riders to stay off their scoots in a thunderstorm. Real good advice.

KAMPALA: I guess Eugene, Oregon, isn't the only place in the world where police have the power to impound bikes. In this country, about 100 cops were deployed to impound ALL the "boda-boda" motorcycles they could find. About 150 bikes were netted in the operation. Most of the cyclists whose bikes were impounded lacked legal documents. They abandoned their scoots and ran off. There were no reports of cyclists arrested.

FUKUOKA, Japan: If you ride in Fukuoka (no snide comments, please) Prefecture, and ride to a town called Dazaifu, you'll find a new tax on parking your scoot. But like most places, it still pays to ride: Bikers there will pay half the parking tax that cars will pay to park in public lots.

At the same time, in a story from *Kyodo News*, Dazaifu is mentioned as a big tourist spot, so you may find your butt there one day. I tell ya, I have been there, and it's a neat place. I also remember when it didn't matter how many people you piled on your bike as long as you could keep it upright. Nowadays, you can't even ride two up on freeways anywhere in Japan. Big Brother is there, too.

DAYTONA, Fla.: Here's a real pisser from United Press International (UPI) and the *Miami Herald*: Seems a tourist, Horacio Medina from Mexico, was at Bike Week this year lookin' at the bikes. He had his video camera on to tape some bikes, and caught a Florida State Patrol cop, uh, shall we say, whizzin' behind a gas station. Medina says the cop grabbed the camera and taped over this little video gem, then arrested Medina for trespassing.

Scads of bikers are arrested and fined

every year for "indecent exposure" during Bike Week. What a double standard! —*Gunny Oregon AIM Chief of Staff*

racing news

It's Testing And Developing For Screamin' Eagle NHRA Team

After an early season filled with discovery, the Screamin' Eagle/Vance & Hines NHRA Pro Stock Bike drag racing team is focused on applying the knowledge gained towards a future qualifying effort. With this goal in mind, the team chose to continue testing rather than compete in the Matco Tools Super Nationals in Englishtown, New Jersey.

"We know where the team is at competitively and we know what it will take to reach our goal of qualifying," said Mike Kennedy, director of marketing for Harley-Davidson Parts and Accessories. "The team remains focused to become competitive in the NHRA."

—*Hawg Dawg*

go west young man

Rikki Battistini Heads West

Rikki Battistini (pictured left), of Battistinis Custom Cycles in the United Kingdom, has been invited by Arlen Ness to come to California to work for the master builder. Battistinis and Ness have had a good working relationship for over 12 years; in fact, Battistinis is known as the European arm of Arlen Ness. Rikki will initially be coming to the States for a six-month period to assist with Ness' dealer sales.

Rikki said he is very excited by this opportunity to spend some time in the States, however, he will be in regular contact with Battistinis in the U.K. and continue to custom build motorcycles and design product for Battistinis. Rikki will be traveling to America with his wife, Michelle, and two daughters.

Battistinis will continue trading from its headquarters in Bournemouth, England. There, you can contact "Mark" or "Davie," Rikki said.

Photo: Battistinis

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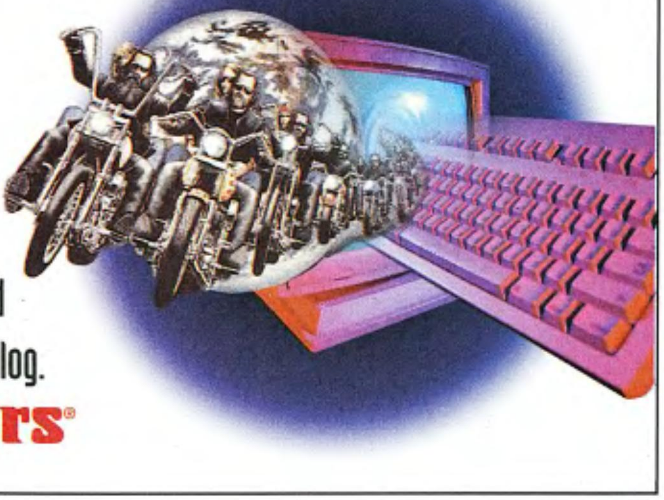

"Ready?"

awareness

ABATE Honored...And Does Some Honoring, Too

Photo: ABATE of PA

Representative Teresa Forcier and ABATE lobbyist Charles Umbenhauer.

ABATE of Pennsylvania really knows how to rumble up awareness—and not with just their hawgs, either. Not only was ABATE honored at its 25th annual May Motorcycle Rights Rally/Helmet Protest at the Pennsylvania State Capitol Rotunda, but ABATE did some honoring of its own.

At the rally the Pennsylvania House of Representatives issued a House Resolution and a House Citation honoring ABATE. The citation said in part that the House "salutes the Alliance of Bikers Aimed Toward Education as it recommits itself to the ideals and standards which have sustained it for 25 years; offers best wishes for a continued tradition of excellent service and humanitarian endeavors in the years to come...."

The commendation was presented to ABATE by Rep. Teresa Forcier and Rep. Mario Civera. Forcier has long championed the rights of motorcyclists, while Civera recently intro'd a bill that would eliminate restrictions on handlebar height.

At the same time, ABATE announced that it will be making a scholarship grant available to honor State Senator Clarence D. Bell for his long, staunch support of ABATE.

ABATE lobbyist Charles Umbenhauer noted that "Senator Bell has graciously given us the counsel of his Senate staff to help our lobbyist and legislative coordinators in forging the tactics that gave life to many of our legislative efforts."

ABATE President Joe Dickey credits the Senator with his organization's "highly respected" standing in the Capitol.

ABATE of Pennsylvania is currently riding herd on some 21 bills in the 2002 state legislative session. ABATE's nationwide roots can be traced back 30 years to former *Easyriders* editor, the late Lou Kimzey. —*Nomad*

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Georgia
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Easyriders Wichita/Bikers Edge, 1201 E. Central Ave., Wichita

KC Creations, 7524 Frontage Rd., Overland Park

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

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Saginaw Valley Motorworks Harley-Davidson, 3850 S. Huron Rd (M-13), Bay City

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Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves

Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Pennsylvania
Spanky's Motorcycle Parts & Supply, 635 Oregon Av. Philadelphia

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Shenandoah H-D, 2800-C W. Main St., Waynesboro
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Happenings

ALABAMA

Bike-O-Rama
Date: Aug. 17-18
Place: Live Oak Landing
Info: 251-937-9542

Trail of Tears Com. Ride
Date: Sep. 21
Place: Chattanooga, TN to Waterloo
Info: 256-259-2509
www.al-tn-trailoftears.org

Ride For Freedom
Date: Sep. 28
Place: Birmingham
Info: starsoveralabama.org

Ride For Kids
Date: Sep. 29
Place: Birmingham
Info: 800-253-6530
www.ride4kids.org;
www.starsoveralabama.org

ALASKA

Labor Day Run, ABATE
Date: Aug. 30-Sep. 2
Place: Sterling
Info: 907-262-1910

Grizzly Labor Day Run
Date: Aug. 31-Sep. 2
Place: Valdez ABATE
Info: 907-835-2561

Freeze-up Run to Chatnika Lake
Date: Sep. 3
Place: Tanana ABATE
Info: 907-448-7224

WOW Ride to King Mt.
Date: Sep. 14
Info: 907-333-0854

P.O.W. - M.I.A. Run
Date: Sep. 20
Info: 907-227-3155

Freeze-up Run
Date: Sep. 20-21
Place: TBA
Info: 907-566-3332

ABATE Freeze-Up-Run
Date: Sep. 28
Place: All Bars in Homer
Info: 907-262-1910

ARIZONA

Paul Revere Ride
Date: Sep. 7
Place: Glendale H-D
Info: 623 825-4268
www.glendalehd.com

Desert Ride
Date: Sep. 15
Place: Glendale H-D
Info: 623 825-4268
www.glendalehd.com

Yuma Blessing of the Bikes
Date: Sep. 21
Place: St. Francis Church, Yuma
Info: 928-782-6830

ARKANSAS

ABATE Main Event
Date: Aug. 30-Sep. 2
Place: Mountain View
Info: 501-888-5893
www.arkansasabate.org

Arkansas State HOG Rally
Date: Sep. 12-15
Place: Hot Springs
Info: 501-890-6241
www.arstatehogrally.com

CALIFORNIA

Mid State Rally
Date: Aug. 30-Sep. 2
Place: Paso Robles
Info: 805-547-9526

Toys N Tots/Goodies For Grunts Run ABATE Local 13/VNVMC Chpt E
Date: Aug 25
Info: Joe 805-487-1016

Fryed Brothers Band 22nd Anniversary Party
Date: Sep. 13-15
Place: TBA
Info: 916-484-6096
fryedbrothersband.com

Heart Ride
Date: Sep. 15
Place: Oceanside
Info: 760-433-2060
www.aharley.com

SCMA Baby Butt 1000
Date: Sep. 21-22
Place: San Diego
Info: 858-635-6729
www.sc-ma.com

Annual Crusin' for a Cure
Date: Sep. 28
Place: Costa Mesa
Info: 949-588-8777
www.crusinforacure.com

COLORADO

Annual Four Corners Iron Horse Motorcycle Rally
Date: Aug. 29-Sep. 1
Place: Ignacio
Info: 888-284-9212
www.fourcornersrally.com

CONNECTICUT

Bike and Car Show
Date: Sep. 21-22
Place: Doc's Easyriders, Waterbury
Info: 203-757-0295
www.docsmc.com

Big Bill Gosselin's Annual Memorial and Bar Hop
Date: Sep. 28
Place: Bridgeport
Info: 203-330-9268

DELEWARE

AHDRA Nitro Nationals
Date: Sep. 14-15
Place: Dragway, Delmar
Info: 336-924-2095
www.ahdra.com

FLORIDA

M/C Show and Expo
Date: Sep. 7-8
Place: Coconut Grove Expo Center, Miami
Info: 407-832-1800

Key West Poker Run
Date: Sep. 10-22
Place: Miami
Info: 305-235-4023;
305-651-4811
www.miamiharley.com

Annual Bikers for Babies
Date: Sep. 29
Place: Orlando
Info: 407-599-5077

GEORGIA

Bike Show
Date: Sep. 7
Place: The Varsity, Athens
Info: 706-742-2931

Bainbridge Bikefest
Date: Sep. 19-22
Place: Bainbridge
Info: 229-248-0505
bainbridge-bikefest.com

Cool Breeze Bike Show
Date: Sep. 29
Place: ABATE Dist. 5
Info: 706-783-4728

IDAHO

Watson's Poker Run
Date: Aug. 24-25
Place: St. Maries to Watson's Resort
Info: www.abate-nid.org

1 Rock Run
Date: Aug. 24-25
Place: Post Falls
Info: www.abate-nid.org

Friendship Run
Date: Aug. 31-Sep. 2
Place: St. Maries
Info: www.abate-nid.org

Shuffle Inn Ben. for ICMS
Date: Sep. 14
Place: Twin Falls
Info: 208-345-6231

Jackpot Run
Date: Sep. 14
Place: ABATE
Info: 208-238-1849

Procrastinator's Poker Run
Date: Sep. 14
Place: (TBA)
Info: 509-535-4345

ILLINOIS

21st Annual Charity Bash
Date: Aug. 23-25
Place: Central IL ABATE
Info: centralilabate.org

Annual Barnyard Party
Date: Sep. 6-8
Place: North IL ABATE
Info: 847-223-9385

March of Dimes Ride
Date: Sep. 8
Place: BP Amoco Research Center, Naperville
Info: 312-596-4722

Annual Antique and Classic Swap Meet and Show
Date: Sep. 15
Place: 4-H Park, Pontiac
Info: 309-473-2979

J&P Promotions M/C Parts Extravaganza
Date: Sep. 29
Place: Bell-Clair County Fairgrounds, Belleville
Info: 217-864-3747

INDIANA

ABATE Party
Date: Aug. 31
Place: Crawford County
Info: 812-338-3541

ABATE Party
Date: Aug. 31
Place: Crawford County
Info: 812-338-3541

22nd Annual MDA Ride
Date: Sep. 1
Place: Region 1 ABATE
Info: abateofindiana.org

MDA Bike Show
Date: Sep. 1
Place: ABATE Knox County
Info: abateofindiana.org

Southern Hills Bash
Date: Sep. 13-15
Place: ABATE Region 10
Info: 812-849-2892;
812-326-2030

Hoosier Hacks So Long Summer Campout
Date: Sep. 13-14
Place: Cicero
Info: 317-831-8105

Fall Thunder Run
Date: Sep. 14
Place: ABATE Huntington County
Info: abateofindiana.org

Band Jam
Date: Sep. 14
Place: ABATE Henry County
Info: abateofindiana.org

A.M.A. District 15 Rally
Date: Sep. 15
Place: Kokomo Shrine Club
Info: 765-453-6648

Summer's End Party
Date: Sep. 20-21
Place: ABATE Marshall County
Info: abateofindiana.org

Rebel Yell
Date: Sep. 20-23
Place: ABATE Region 9
Info: 812-752-7292
www.abateofindiana.org

Fall Freeze
Date: Sep. 21
Place: ABATE Perry County
Info: 812-849-2892
www.abateofindiana.org

Texas BBQ
Date: Sep. 21
Place: ABATE Noble/DeKalb
Info: abateofindiana.org

Angel Ride
Date: Sep. 21
Place: ABATE Wabash County
Info: abateofindiana.org

Iron Butt Poker Run
Date: Sep. 21-22
Place: ABATE Region 2
Info: abateofindiana.org

Memorial Ride
Date: Sep. 21
Place: ABATE Region 11
Info: abateofindiana.org

Hot-Stuff Poker Run
Date: Sep. 22
Place: ABATE Porter County
Info: abateofindiana.org

In-the-Wind Memorial Run
Date: Sep. 22
Place: ABATE Posey County
Info: abateofindiana.org

Trikes for Tykes
Date: Sep. 28
Place: ABATE Allen County
Info: abateofindiana.org

New Horizon Run
Date: Sep. 28
Place: ABATE Region 3
Info: abateofindiana.org

Toy Run
Date: Sep. 28
Place: ABATE White Cnty
Info: abateofindiana.org

Casino Night
Date: Sep. 28
Place: ABATE Monroe County
Info: abateofindiana.org

Memorial Ride
Date: Sep. 28
Place: ABATE Bartholomew County
Info: abateofindiana.org

IOWA

Thunder In The Sand
Date: Aug. 30-Sep. 1
Place: Conesville
Info: 319-726-5322
www.circleofpridemc.com

Monk's Memorial Ride
Date: Aug. 31
Place: ABATE District 5
Info: www.abateiowa.org

Midway Memorial Run
Date: Sep. 1-2
Place: Soldier
Info: www.abateiowa.org

Davis Rally
Date: Sep. 6-8
Place: New Hampton
newhamptoniowa.com

Dinner Run to Rubes
Date: Sep. 7
Place: H-D, Waterloo
Info: www.abateiowa.org

Annual Ride to the River
Date: Sep. 14
Place: Dubuque
Info: 563-556-7432
www.ridetotheriver.org

ABATE 5th Fun Run
Date: Sep. 14
Place: Des Moines

District 6 Toy Run
Date: Sep. 14
Place: Marshalltown
Info: www.abateiowa.org

Meeting/Leaf Ride
Date: Sep. 14
Place: Luana Tap, Luana
Info: www.abateiowa.org

13th Annual Toys for Tots Ride/Chili Feed
Date: Sep. 21
Place: ABATE District 7
Info: www.abateiowa.org

Meeting/Campout
Date: Sep. 21
Place: State Prk, Clear Lake
Info: www.abateiowa.org

Knoxville Fun Run
Date: Sep. 21
Place: ABATE District 9
Info: www.abateiowa.org

Diehard Run & Campout
Date: Sep. 21-22
Place: Stevie C's, Grimes
Info: www.abateiowa.org

Campout/Chile Feed
Date: Sep. 23
Place: State Prk, Clear Lake
Info: www.abateiowa.org

Octember Fest Parade
Date: Sep. 28
Place: Marshalltown
Info: www.abateiowa.org

Fun Run
Date: Sep. 28
Place: ABATE District 11
Info: www.abateiowa.org

Fall Leaf Run
Date: Sep. 29
Place: ABATE District 15
Info: www.abateiowa.org

KANSAS

ABATE State Run
Date: Aug. 31-Sep. 2
Place: Lake Perry
Info: 800-657-5763
abateks.org

MAINE

Blue Hill Fair
Date: Aug. 29-Sep. 2
Place: UBM, Blue Hill
Info: 207-667-2050

Covered Bridge Run
Date: Aug. 31
Place: UBM, Guilford
Info: 207-695-2457

Antique Bike/Plane Show
Date: Sep. 1
Place: UBM State event
Info: 888-229-9826

Exiles MC Annual Pig Roast
Date: Sep. 8
Place: Pittston
Info: 207-588-0518

21st Annual UBM Toy Run
Date: Sep. 8
Place: Augusta
Info: 888-229-9826

Foliage Run
Date: Sep. 15
Place: UBM Aroostook
Info: 207-521-7237

POW/MIA Run
Date: Sep. 20
Place: UBM Franklin, Jay
Info: 207-562-9017

Flat Track, UBM State Event
Date: Sep. 21
Place: Windsor
Info: 888-229-9826

Saracen Anniversary Party
Date: Sep. 21
Place: Turner
Info: 207-225-2638
www.smct1970.com

Foxcroft Academy Ex Student Foliage Run
Date: Sep. 22
Place: Piscataquis
Info: 207-695-2457

Foliage Run
Date: Sep. 28
Place: UBM Waldo, Belfast
Info: 207-548-0911

Foliage Run
Date: Sep. 28
Place: UBM, Machis
Info: 207-454-8116

Solon 200
Date: Sep. 28
Place: Solon Hotel, Solon
Info: 207-643-2362

Foliage Run
Date: Sep. 29
Place: UBM Waldo, Belfast
Info: 338-2654

Scavenger Hunt
Date: Sep. 29
Place: Hancock, Ellsworth
Info: 207-288-5171

Lost One's Memorial Run
Date: Sep. 29
Place: UBM York, York
Info: 207-676-9378

UVMC POW/MIA Cer.
Date: Sep. 30
Place: Houlton

MARYLAND

March of Dimes Run
Date: Aug. 18.
Place: Bel Air
Info: 800-927-9255

7th Annual Labor Day Party
Date: Aug.30-Sep. 1
Place: Centreville
Info: 410-745-5136; 410-822-4434

Chicken & Crab Feed
Date: Sep. 6-8
Place: Indian Springs Camp
Info: 301-665-1173; 301-824-5104

All Brand Nostalgia Run
Date: Sep. 8
Place: Thurmont
Info: 410-775-7209

Delmarva Bike Week
Date: Sep. 12-15
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Ride For Kids
Date: Sep. 15
Place: Columbia
Info: 800- 253-6530
www.ride4kids.org

ABATE of MD Bull Roast
Date: Sep. 22
Place: Glen Burnie
Info: 410-766-6497

MASSACHUSETTS

Annual Sowride Poker Run
Date: Sep. 29
Place: East Falmouth
Info: www.sowrides.com

MICHIGAN

Ride for Kids
Date: Aug. 25
Place: Ann Arbor
Info: 800-253-6530

8th Annual Chicken BBQ
Date: Sep. 6-7
Place: ABATE 5, Ravenna
Info: 616-689-0774

9th Annual Poker Run
Date: Sep. 7
Place: ABATE 6
Info: 989-836-2981

Family and Friends Picnic
Date: Sep. 8
Place: ABATE 20
Info: 810-233-4237

Hawg Wild Days
Date: Sep. 14
Place: ABATE Region 7
Info: 517-673-4743

Oakley's Annual Poker Run
Date: Sep. 14
Info: 989-845-4110

MRF Meeting of the Minds
Date: Sep. 26-29
Place: Holiday Inn, Lansing
Info: 202-546-0983

MINNESOTA

Hodag Motorcycle Rally
Date: Aug. 23-25
Place: Rhinelander
Info: 800-488-7420
hodag-motorcycle-rally.com

ABATE State Rally
Date: Aug. 31-Sep. 3
Place: Regal
Info: 800-224-6570
abatemn.org

MISSISSIPPI

River Cities Pool Tourney
Date: Sep. 13
Place: Natchez
Info: 601-567-0086

ABATE Meet/State Party
Date: Sep. 27-29
Place: Montecillo
Info: 601-587-0695

MISSOURI

FORR Homecoming
Date: Aug. 30-Sep. 2
Place: Lake Ozark
Info: 800-309-RIDE
www.forr.net

Missouri State H.O.G. Rally
Date: Sep. 6-8
Place: Hannibal
Info: 573-985-5301;
www.mostatehogralły.com

FORR Show & Swap Meet
Date: Sep. 11
Place: Forsysth
Info: 417-334-0775

Run for Kids
Date: Sep. 22
Place: Hillsboro
Info: 800- 253-6530
www.ride4kids.org

NEBRASKA

23rd Annual Toy Run
Date: Sep. 8
Place: ABATE, Omaha
Info: 402-393-1877

NEVADA

Fun Run
Date: Sep. 9
Place: NACM/ABATE
Info: 702-870-6121

Las Vegas BikeFest
Date: Sep. 12-15
Place: Las Vegas
Info: 866-245-3337
www.lasvegasbikefest.com

Street Vibrations
Date: Sep. 25-29
Place: Reno
Info: 800-200-4557
www.road-shows.com

Skin Vibes Tattoo Show
Date: Sep. 27-29
Place: Reno
Info: cycleprousa.com

Cathouse Poker Run
Date: Sep. 28
Place: Reno
Info: 775-425-0200
cathousepokerrun.org

NEW HAMPSHIRE

Keene Swap Meet
Date: Sep. 22
Place: Keene
Info: 603-352-1836

NEW JERSEY

10th Annual New Jersey State H.O.G. Rally
Date: Sep. 5-7
Place: Wildwood
Info: 609 758 8699,
www.njstatehogrally.com

Gathering of the Tribes
Date: Sep. 14
Place: Mount Holly
Info: 732-278-1504
www.pagospelriders.com

AHDRA Nationals
Date: Sep. 22
Place: Englishtown
Info: 336-924-2095
www.ahdra.com

NEW MEXICO

Golden Aspen M/C Rally
Date: Sep. 18-22
Place: Ruidoso
Info: 800-452-8045
www.motorcyclerally.com

NEW YORK

Pig Roast
Date: Aug. 25
Place: Stan's H-D, Batavia
Info: 716-343-9598

Bike Show & Swap Meet
Date: Sep. 8
Place: Hamlin VFW
Info: 716-234-0895
www.abatenymonroe.org

15th Annual Picnic
Date: Sep. 8
Place: Pratts Falls Cnty Park, Manlius
Info: 315-476-7687

Catskill Mountain Thunder
Date: Sep. 13-15
Place: East Durham
Info: 518-634-2541
blackthorneresort.com

ABATE Annual Picnic
Date: Sep. 15
Place: Monroe ABATE
Info: 716-234-0895

Scavenger Bike Run
Date: Sep. 15
Place: Bald Hill Cultural Center, Long Island
Info: 631-580-5100

Annual Bikers For Bones
Date: Sep. 21-22
Place: Syracuse
Info: 315-455-8553; 800-870-1771

OHIO

Jack's Coat Run for Kids
Date: Aug. 25
Place: Wooster
Info: 800-25 ABATE
www.abatecmro.org

Easyriders Grand National Rodeo
Date: Aug. 29-Sep. 2
Place: Ross County Fairgrounds, Chillicothe
Info: 800-962 9857
www.easyriders.com

Rodeo Run to Chilicothe
Date: Aug. 30
Place: Easyriders, Cinn.
Info: 513-860-3279

Toy Run for Kids Med Cen.
Date: Sep. 7
Place: Miamisburg
Info: 937-866-4868

Frontier Days Parade
Date: Sep. 9
Place: Willoughby
Info: www.abatecmro.org

Poker Run
Date: Sep. 15
Place: Carrolton
Info: 330-821-9468

The B.A.D. Ride
Date: Sep. 15
Place: Easyriders, Cincinnati
Info: 513-860-3279

Annual Ride for Babies
Date: Sep. 21
Place: Easyriders, Cincinnati
Info: 513-860-3279

Toy Run
Date: Sep. 22
Place: Wall Street, Jefferson
Info: 440-576-6505
www.abatecmro.org

Poker Run and Steak Fry
Date: Sep. 22
Place: Brunswick
Info: 330-225-1423
www.abatecmro.org

ABATE Run Between Lakes
Date: Sep. 22
Place: Suffileld Township
Info: 330-325-8771

ABATE/CMRO Toy Run
Date: Sep. 30
Place: Edgewater Beach
Info: 216-486-3567
www.abatecmro.org

OKLAHOMA

Texas Style Party Drags
Date: Sep. 14
Place: Noble
Info: 254-687-9066
www.texasscooter.com

Benefit Run
Date: Sep. 22
Place: Oklahoma City
Info: 405-936-RIDE

ABATE State Pty/Swap Mt.
Date: Sep. 27-29
Place: Harrah
Info: 405-936-RIDE

OREGON

AHDRA NW Nationals
Date: Sep. 7-8
Place: Woodburn
Info: 336-924-2095;
www.ahdra.com

PENNSYLVANIA

AHDRA Drag Racing
Date: Sep. 28-29
Place: Reading
Info: 336-924-2095;
www.ahdra.com

Chopper Show/Block Party
Date: Sep. 29
Place: Voodoo Lounge, Pittsburgh
Info: 412-454-9999

SOUTH DAKOTA

62nd Annual Sturgis Motorcycle Rally
Date: Aug. 5-11
Place: Sturgis
Info:
sturgismotorcyclerally.com
www.jackpine-gypsies.com

Rapid City Buffalo Bash
Date: Aug. 6
Place: Rapid City
Info: 800-541-2388
www.prarieedge.com

TENNESSEE

2nd Annual SCRC Tennessee State Rally
Date: Aug. 30-Sep. 1
Place: Cookeville
Info: southerncruisers.net

Labor Day Bash
Date: Aug. 31-Sep. 2
Place: CMT/ABATE Southwest Chapter
Info: 615-683-6608
www.cmtabate.com

Annual SCRC State Rally
Date: Aug. 30-Sep. 1
Place: Cookeville
Info: southerncruisers.net

Labor Day Bash
Date: Aug. 31-Sep. 2
Place: CMT/ABATE SW
Info: 615-683-6608;
www.cmtabate.com

Wrap Up Charity Ride
Date: Sep. 7
Place: CMT/ABATE Carroll County
Info: 615-683-6608;
www.cmtabate.com

CMT/ABATE Rodeo
Date: Sep. 13-15
Place: Smith, Wilson
Info: 615-683-6608;
www.cmtabate.com

Wheels of Thunder Weekend Bash
Date: Sep. 20-22
Place: Memphis
Info: 615-683-6608
www.cmtabate.com

Trail of Tears Com. Ride
Date: Sep. 21
Place: Ross' Landing, Chattanooga to Waterloo, Ala.
Info: 256-259-2509;
423-658-5937
www.al-tn-trailoftears.org

Highway 41 Poker Run
Date: Sep. 21
Place: CMT/ABATE
Info: 615-683-6608
www.cmtabate.com

Steel Horse Stampede
Date: Sep. 26-28
Place: Riverfront Park, Nashville
Info: 615-777-0045
steelhorsestampede.com

Weasels Booze Cruise
Date: Sep. 27-28
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370;
www.nashvilleweasels.com

CMT/ABATE State Rodeo Finals
Date: Sep. 27-29
Place: Parker's Crossroads
Info: 615-683-6608
www.cmtabate.com

TEXAS

Annual Brisket Cook-off and Battle of the Bands
Date: Aug. 23
Place: Cossacks Clubhouse, Big Spring
Info: 915-267-3234

Texas Style Party Drags
Date: Aug. 30-Sep. 2
Place: Little River Academy Raceway, Temple
Info: 254-687-9066;
www.texasscooter.com

Texas Style Party Drags
Date: Aug. 30-Sep. 2
Place: Temple, Little River Academy Raceway
Info: 254-687-9066;
www.texasscooter.com

Annual Texas State Motorcyle Rally
Date: Sep. 20-22
Place: Glen Rose. VNVMC
Info: 817-329-4885
www.texasvnvmc.com

Annual Scavenger Hunt and Poker Run
Date: Sep. 20-22
Place: Mexia
Info: 254-395-4640;
brotherhoodofbikers.com

UTAH

UMF Blue Moon Run
Date: Aug. 31
Place: Lava Hot Springs
Info: 801-266-0546

UMF Blue Moon Run
Date: Aug. 31
Place: Lava Hot Springs
Info: 801-266-0546

ABATE Appreciation Party
Date: Sep. 6
Place: Salt Lake City
Info: 801-973-0825

UMF Remembrance Ride
Date: Sep. 11
Place: Salt Lake City
Info: 801-266-0546

VERMONT

Vermont/New Hampshire State HOG Rally
Date: Aug. 15-17
Place: Killington

VIRGINIA

Steel Wheels Cycle Expo
Date: Sep. 14-15
Place: Richmond
Info: 804-741-8677
www.excalevents.com

Annual Lions Ride for Sight
Date: Sep. 22
Place: Williamsburg
Info: 757-220-2020

WASHINGTON

Washington State H.O.G. Rally
Date: Aug. 23-25
Place: Yakima
Info: 509-697-7372
www.wastatehogrally.com

Ride for Kids
Date: Sep. 8
Place: King County Fairgrounds, Enumclaw
Info: 800- 253-6530
www.ride4kids.org

21st Annual Oyster Run
Date: Sep. 29
Place: Anacortes
Info: 360-671-7575

WEST VIRGINIA

Annual Fun Run
Date: Sep. 27-29
Place: Seneca Rocks
Info: 804-740-7776
www.ttmc.net

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax (818) 889-1252; www.easyriders.com

TalkingTech

A couple of month's ago we gave Gearhead some time to go out and find himself. Well, we got a call from him recently sayin' he's never coming back. We've enlisted the aid of another tech-head, Montecristo, to get us through this issue, while we search for another sucker, er, Technical Editor to answer all your questions and comments. Although not AS brutal as Gearhead, he still won't pull any punches in giving you the real info on your tech questions. Keep your fingers crossed.

WANT A NEW HEAD

I am interested in putting some new performance heads on my bike. I've checked into Branch Flowmetrics and Hemi design performance products and STD heads. I've gotten different options on all three and was wondering what your opinion would be on the best of the three for my '98 Heritage Softail with Evo engine. I've looked into matching the heads with an Andrews EV 59 cam and a JIMS or Crane roller rocker arms, a 30-tooth pulley, T.P. or S&S high-output oil pump, balance masters active balancing system. As I mentioned earlier, which set of heads are the best for the money and performance?

Robert Rietzler
Via the Internet

Well, I have done a lot of dyno work with different heads, and I can tell ya that most all of them are good. Thing is, they do need to be matched with proper cam and pipe selections, and there are as many different opinions and combinations so what I might recommend may not suit your riding style, etc. Thing is, based on how you ride, with or without passenger, long or short haul; etc, there's many ways you can go with making a performance combination work for you. That said, my personal recommendation out of the parts list you mentioned would be STD heads, but I like Edelbrock as well. The EV 59 will be OK, if you want more power and have the piston to valve clearance (probably not) try an EV-72. I run JIMS roller rockers on my bike, so that's what I'd suggest. In all honesty, a high-output pump ain't gonna buy you shit, but if you absolutely have to have one, also check out one made by Vulcan Machine, they have a nice pump that Merch uses on their engines. As far as best performance for the money, this shit is all expensive, so you may want to do things a little at a time so as not to cut into the beer fund.

I WANNA GET TANKED

I have a '79 FXE twin tank. I had a shop put in a 2001 80-inch S&S motor unassembled. I have two questions: First, do you need to tighten the bolts on it every 500 miles? I know with old shovels you do 'cause of the vibration, but have heard that with the new ones ya don't. Second, is it wise to put silicone in between the rocker boxes and the jugs? I have been told that it was not wise to; if done that what are your thoughts?

Roper
Oregon

OK, first of all, it's always a good idea to give the nuts and bolts on your sled a once-over every now and then, and if it spins your crank to do it every 500 miles, why not? Personally, I believe in the value of Loctite 242, that's the blue stuff. Chances are, with a dab of Loctite 242 and torquing the bolts and nuts to their factory spec will do ya a world of good. As for your second question, the rocker boxes and jugs do not touch. The rocker boxes and heads go together, so maybe that's what you meant. Instead of getting into a pissing contest with a bunch of know-it-alls over the right and wrong uses for silicone, just use the damn rocker box gaskets and maybe goop them up with Gasgacinch to keep 'em in place.

NOW WHAT DO I DO

OK, first off I must say that I have learned a lot from your "Talking Tech" articles. I, however, have not read of any one else having the problem that I am having, which means one of two things, either my mechanic skills are far better than other readers (very doubtful) or I am really, really screwed up. I think it is the second one.

Here is my problem, I changed the carb on my '91 Sportster (883). She had an S&S super E, and that is what I put on her. Now she runs fine at idle and at full throttle but sputters through the mid-range. She does run rich, but if I lean her out any more she won't run at all. My next thought was to put a smaller jet in, but again she would not run. what else can I do? The only other modifications that I have made to her are, Screamin' Eagle ignition and straight pipes with torque cones.

Capt. G. M. Trahan
Because snakes don't have armpits.

OK Captain, let the ass kissing begin. I love it when an officer finally has to bend over! Anyway, S&S hates it when I say this (like I care) but, try a Thunderjet kit on your Super E. Or better yet, try a Mikuni. Simple and to the point.

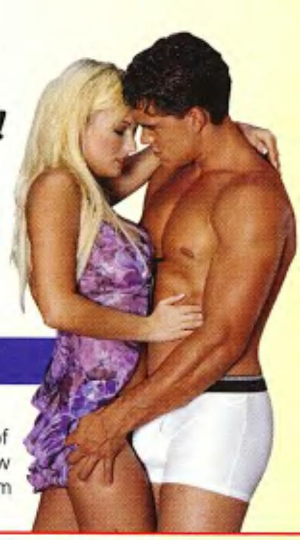
I GOT CUSTOM PROBLEMS

I've always wanted to build my own bike from the ground-up and have finally gotten enough cash and time to try it out. One thing I've noticed is that all these parts that say they fit together, don't. I mean, my softail-style frame won't accept my tranny or my forward controls. However, the maker of the controls and tranny says they will! What gives? Hell, I'm not even gonna get into what else doesn't fit, what do I do?

Harry Lawyer
Because I'm a lawyer

Right outta the gate I gotta say, "I told you so!" Haven't you been keeping track of our past issues recently? Hell, we just did a whole Bike Building 101 *series of articles about building your own custom. Oh hell, nevermind. Here's your problem Harry: You believe everything you read. You'd think, as a lawyer, you'd be a little more cautious than the average guy, when it comes to buying products or services...I guess not. Anyway, custom bike building means customizing. To get parts to fit, you have to do a little planning. Not everything just bolts on. For even better news, check out our upcoming issues when we explain the problems of registering and insuring these bikes.*

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



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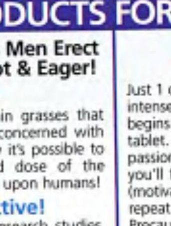

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ALL LETTERS ON FILE

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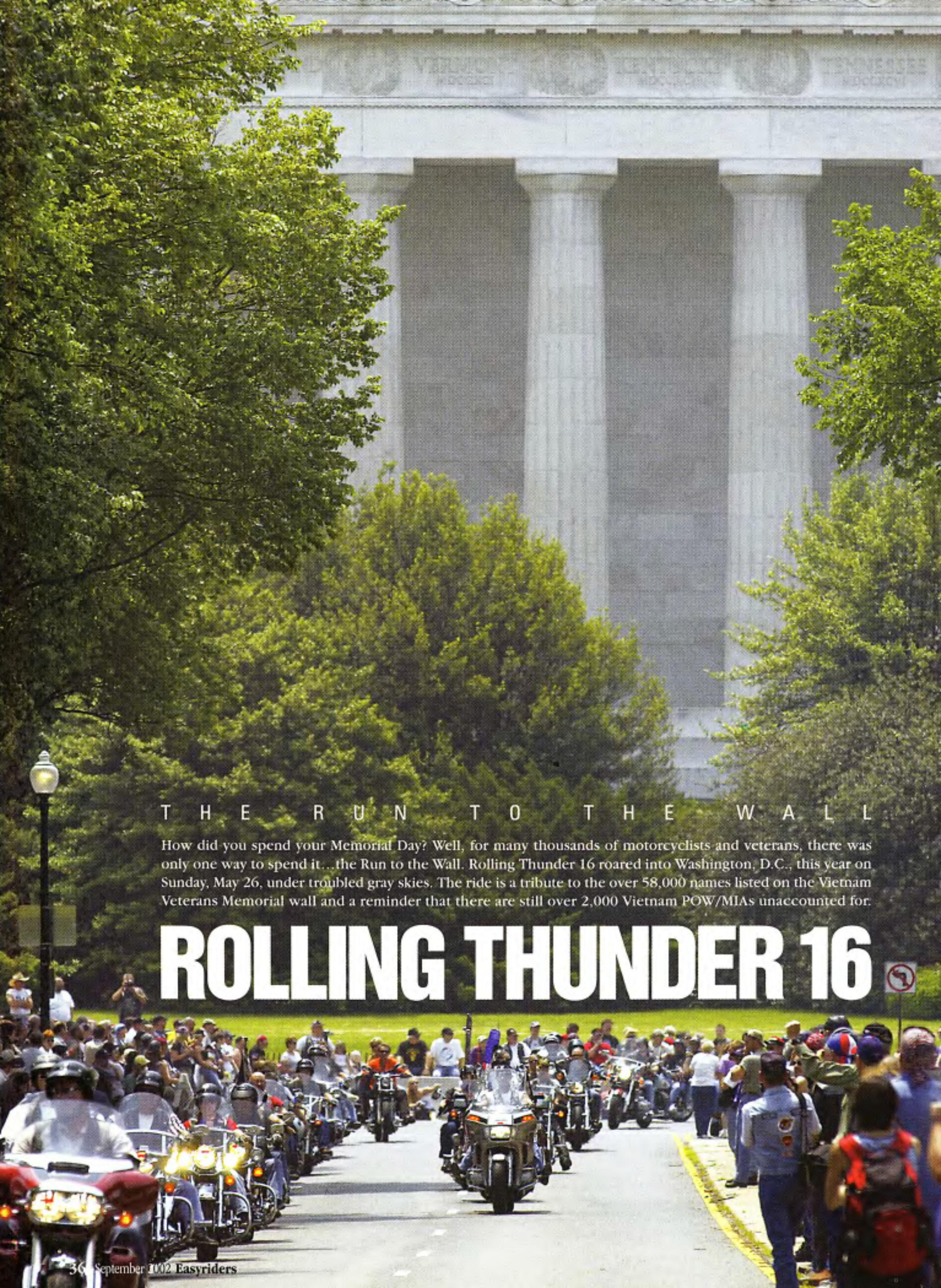

THE RUN TO THE WALL

How did you spend your Memorial Day? Well, for many thousands of motorcyclists and veterans, there was only one way to spend it…the Run to the Wall. Rolling Thunder 16 roared into Washington, D.C., this year on Sunday, May 26, under troubled gray skies. The ride is a tribute to the over 58,000 names listed on the Vietnam Veterans Memorial wall and a reminder that there are still over 2,000 Vietnam POW/MIAs unaccounted for.

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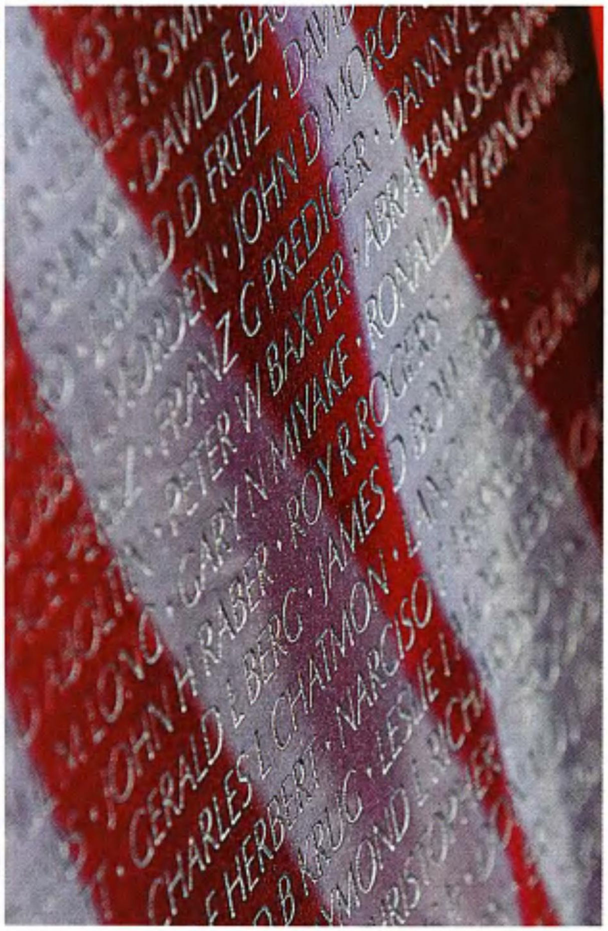
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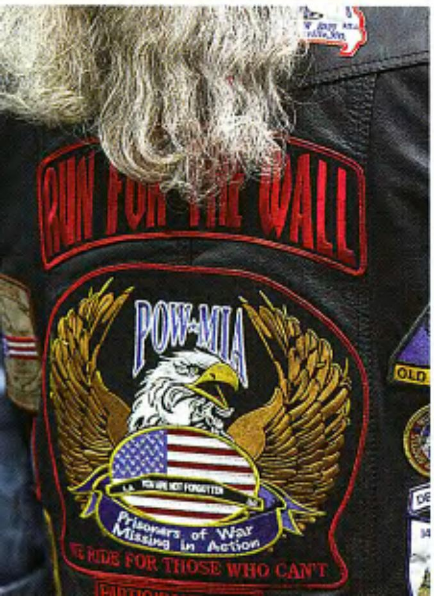
RUN FOR THE WALL
POW-MIA
Prisoners of War Missing in Action
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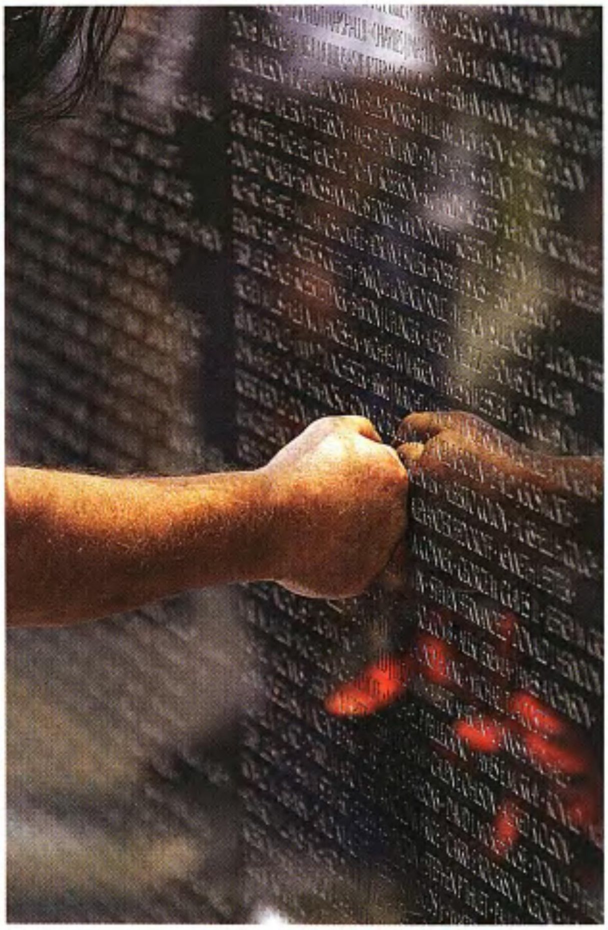
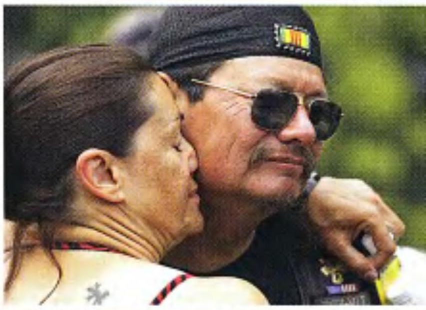

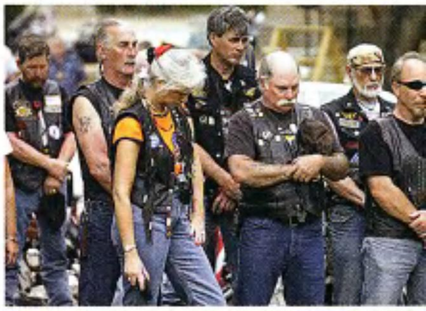

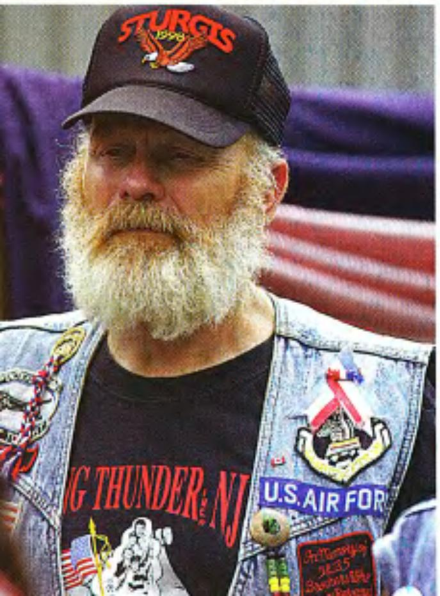
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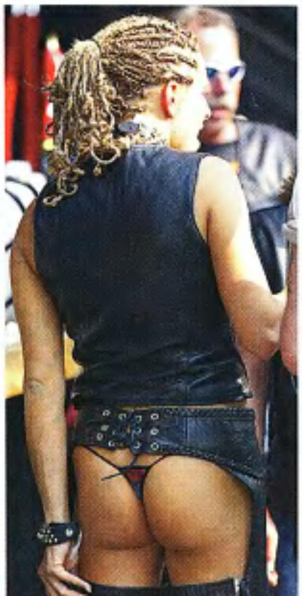
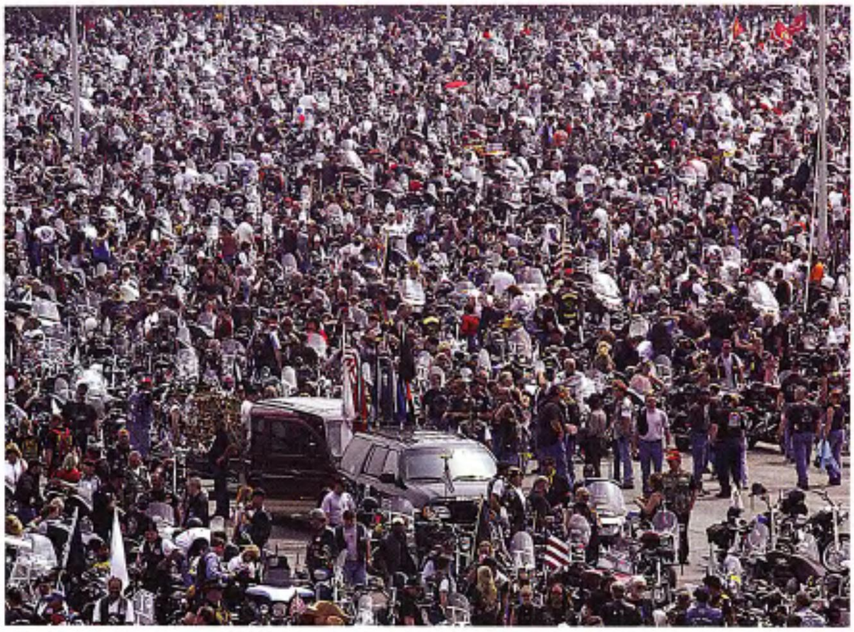


On Friday, May 24, thousands of bikers from all over America, Canada, and Europe began to arrive in the Washington, D.C., area for the annual Run to the Wall. It's a special time to say thanks to those whose names are on the Wall and to remember that they gave their lives for the freedom we enjoy.

Within walking distance of the black wall known as the Vietnam Memorial, you'll find the Korean War Memorial. The Korean War saw 8,177 Americans unaccounted for. Here, overlooking a small pool fronting the statues of soldiers crossing some far-off battlefield in Korea, is the inscription, "Freedom is not free."

On Saturday, May 25, at a little past noon, the thunder of 200 members of the Nam Knights rumbled over to the Sea and Air Museum. In a plaza, with the Air Museum standing guard, is the National Police Memorial. The Nam Knights are a motorcycle club comprised of Vietnam Veterans who are members of law enforcement. Some of the names on the wall at the Police Memorial served in Vietnam then returned to their home to serve their local communities.

The morning of the 26th began with hundreds of thousands of bikers arriving at the Pentagon, the staging area for the Ride to the Wall. Local news stations covered the event live, in addition to coverage by CNN. The images playing across TV screens were of families who have waited without an answer about a loved one for nearly 30 years.



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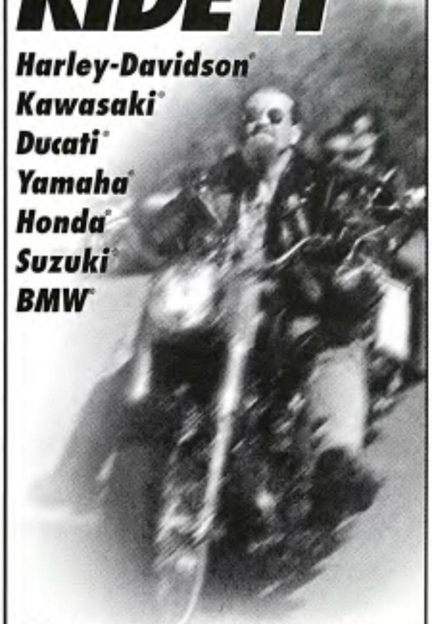

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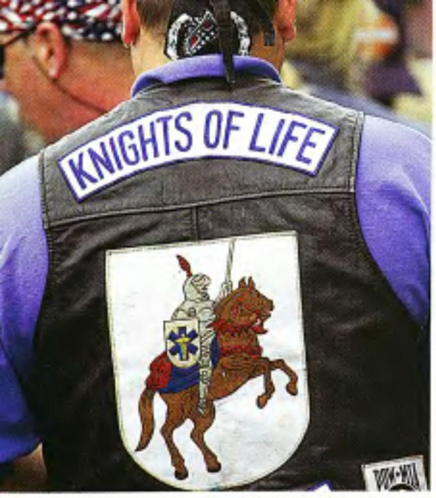
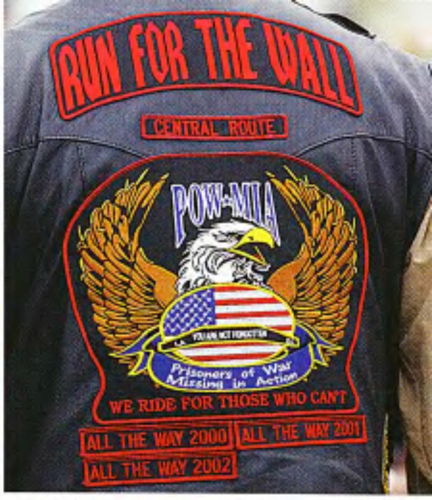

KNIGHTS OF LIFE


RUN FOR THE WALL
CENTRAL ROUTE
POW-MIA
Prisoners of War
Missing in Action
WE RIDE FOR THOSE WHO CANT
ALL THE WAY 2000
ALL THE WAY 2001
ALL THE WAY 2002

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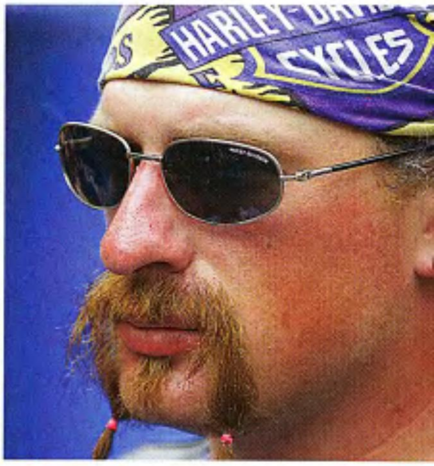


AMERICAN SPIRIT
NEW YORK

By 10 a.m. as the crowds began to swell to mammoth proportions, old friends embraced and riders new to the event became fast friends. At 10:30 the parking area at the Pentagon was awash in a sea of leather and chrome. All the surrounding roads leading to the Pentagon were packed with motorcycles. Motorcycle police from Arlington County, Virginia; Prince George's County, Maryland; and Fairfax County Sheriff's Department were on hand. At that time, there were already over 150,000 bikes there with many more coming. In fact, numbers were at an all time high with over 350,000 bikes overflowing from the Pentagon parking lots.

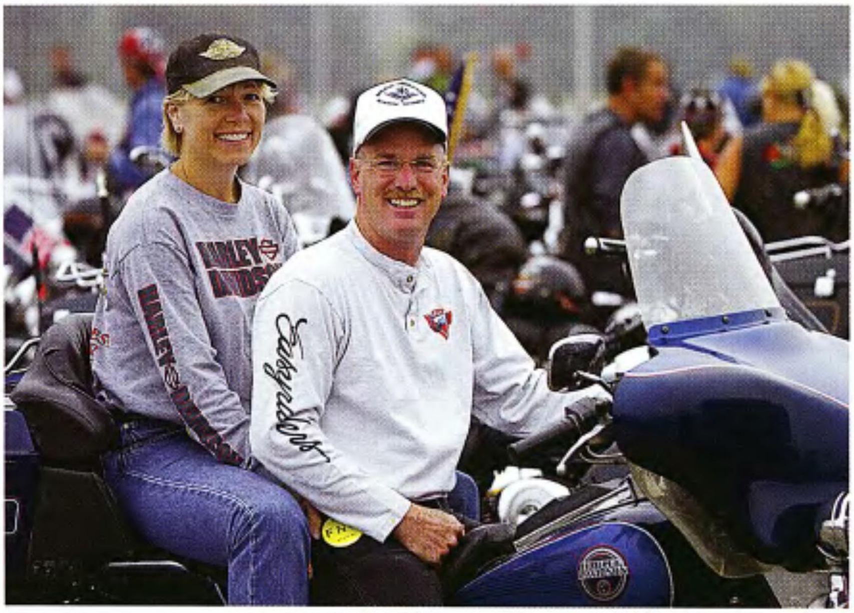
At noon, there was a deafening roar as the sea of bikers started their engines and the massive pack made its way to the Memorial Bridge. Arlington National Cemetery was a stoic backdrop as the bikers came off the bridge, four abreast, right down Constitution Avenue and through the streets of Washington, before making their way back to the Vietnam Memorial.

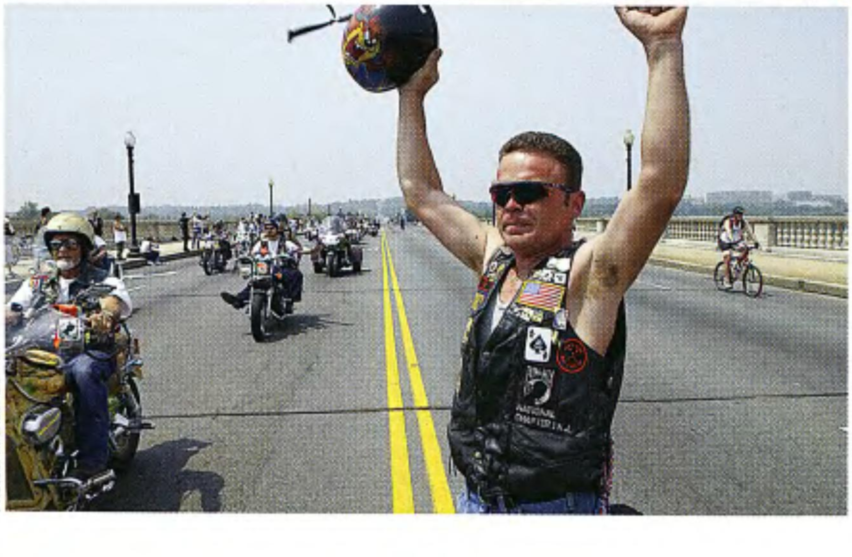
Constitution Avenue was jammed with people from sidewalk to sidewalk, and a steady river of motorcycles rolled down the center. For almost four hours local flag wavers cheered the bikers on. The most often heard phrases were "Thank you," and "God bless you."

At the Wall people stood on their toes, and with arms extended to their fullest, their fingers gently touched the shiny black marble that bears a name…a person, a loved one. One person said through his tears, "This is why we ride."

Another biker stated: "We do this to remember those we lost, and to never forget the price of freedom."

In these times of uncertainty, of war and rumors of war, now more than ever, let freedom ring. *—Phantom*





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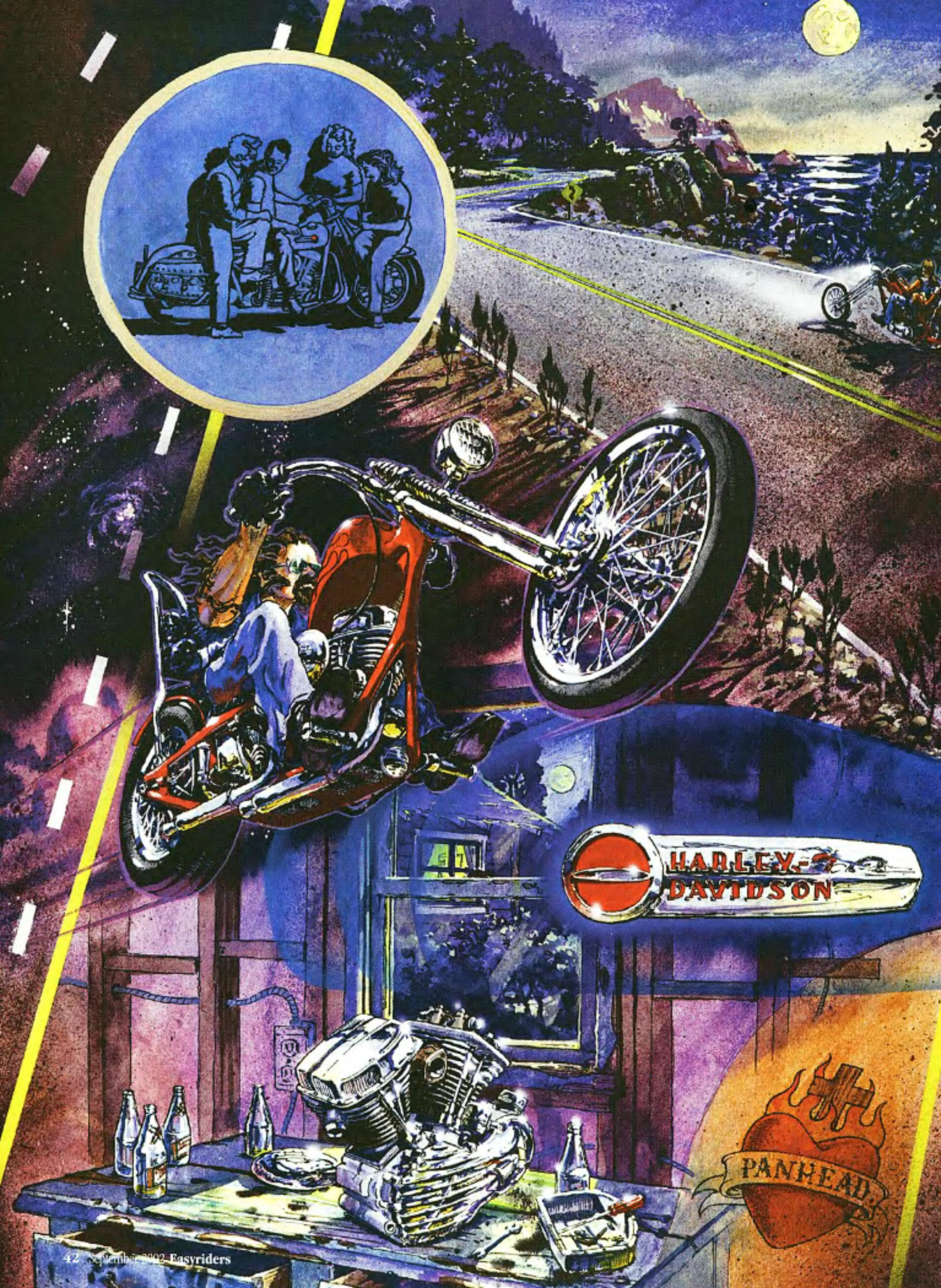

HARLEY-DAVIDSON
PANHEAD

EG'S EDGY ART

Call him a mystery man, but there's no mystery about the uniqueness of EG's art. "I don't even know his real name," says David Damron of Artafax Ink, the Long Beach, Calif., company that represents the Harley-riding artist. "In fact, I know he's somewhere in Mexico creating his work, but I couldn't tell you where."

While EG the reclusive artist and David his very accessible rep may be miles apart geographically speaking, they share some very important inclinations, one being a penchant for art with an edge and women in that same category. In fact, years ago they first met at one of those forks in the road of life, this one occupied by a very attractive though problematic stripper. "EG ended up marrying her, and then I lost track of him for years. And then I ended up in the hospital after a car accident with some time on my hands, and EG came to mind. I remembered he had told me he had painted his first custom bike back in 1971, and he was living in Orange County at the time and riding a bike he called "Orange Sunshine." He eventually became a well-known illustrator and was contracted by the movie studios to create production art for various movies, so he was painting more than motorcycles."

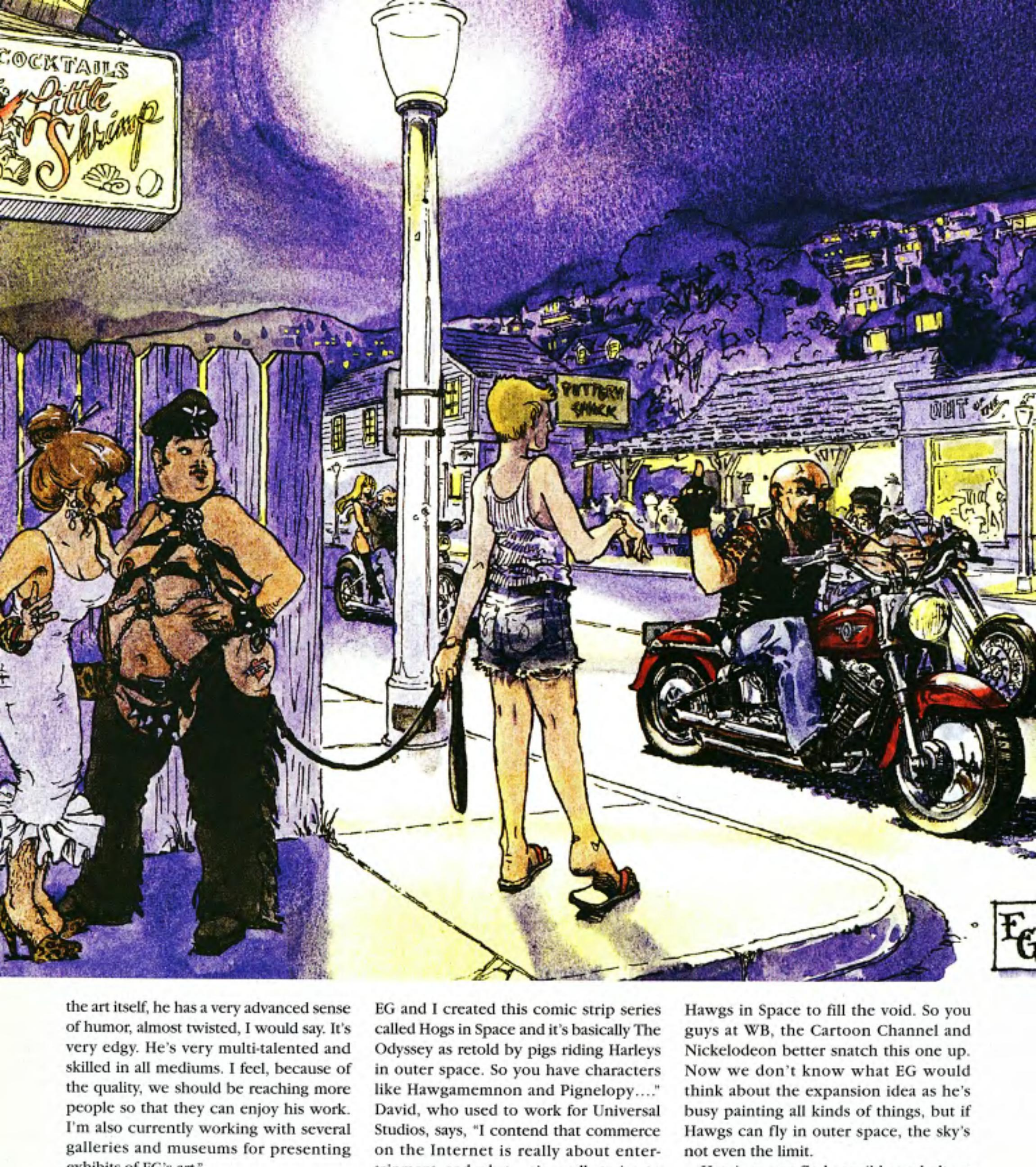
After re-establishing contact and coming up with a plan to bring EG's art into the public spotlight, David walked into the *Easyriders* offices with a portfolio full of EG's motorcycle-themed artwork. "I'm an artist myself and also experienced with silk screening, so we had this idea for transferring EG's artwork onto T-shirts. So I told EG about my plan, he said, 'Well, just tell them you did the art, I don't give a shit.' You see, EG would prefer to keep his anonymous status for a variety of reasons, but his artwork may be making that increasingly difficult. In fact, recently New Line Cinema called upon him to do some production art for the new Freddy vs. Jason film."

When you look at EG's paintings you can figure out that they're most likely autobiographical and relate to his own bike experiences. For example, there is a piece entitled *'51 Panhead* featuring a red chopper with a figure that may be a self-portrait of EG. The collage is notable for its sense of energy and for the high-definition detailing, qualities that carry through all of EG's work. This particular piece is designed as one of three components of a larger triptych, something for a gallery or collector. This section is the first of the three; the middle piece is called *Choppers from Hell* and the third is titled *Bar Bike*. Each section measures about 12 x 18 inches.

While EG has a group of art patrons who buy up about every one of the originals he comes up with, Artafax Ink has made lithograph copies of his artwork available, not to mention the soon to be released series of EG signature T-shirts, a total of eight different images with more to come. As for the T-shirt designs, each will feature a section from one of EG's paintings, a detail from the complete piece. For example, one T-shirt is called Death Rides a Chopper and is just what it says.

"I'm functioning as a conduit for the images from EG who creates the art, and I add my experience in silk screening. That way I can insure the quality of the shirt, while my own mother's going to run the business operation since she has years of experience with customer service," says David. "So when you call for your T-shirt you'll be speaking to my mom. The company's called Mother's T's because your mother wouldn't dress you funny. She's even anxious to go set up a booth at one of the bike events."

There's a third personality to this equation, and her name is Catherine, who functions as a business plan consultant. According to David she's got some serious smarts, rides a Softail painted by EG, and works in the pharmaceutical industry. When describing EG's artwork, she's obviously passionate about it. "It's so life-like. I've seen the transition over the past few years where he would create large movie scenes on one level and then work on 8 x 10 cards. His medium moved from water-based pigments to oils and acrylics. I have his very first oil painting and his 20th as well. In addition to the motorcycle pieces I have his landscapes and even a richly detailed drawing he did of pixies and fairies. Even on his smallest pieces, the detail is incredible, and so realistic. It's almost as if you're standing in the middle of a movie when you experience it… almost three-dimensional as if you're standing in the middle of the scene. It just reaches out and grabs you. And beyond



the art itself, he has a very advanced sense of humor, almost twisted, I would say. It's very edgy. He's very multi-talented and skilled in all mediums. I feel, because of the quality, we should be reaching more people so that they can enjoy his work. I'm also currently working with several galleries and museums for presenting exhibits of EG's art."

You can buy the unique new EG T-shirts (at a very reasonable $18.95) and find more information concerning EG's art via the Internet. "Our Web site's called Hawgs in Space," says David, laughing as he explains the deal. "Part of the gag, and I stole this from the film, *O Brother, Where Art Thou?*, so sue me, and in any case they stole it from Homer. EG and I created this comic strip series called Hogs in Space and it's basically The Odyssey as retold by pigs riding Harleys in outer space. So you have characters like Hawgamemnon and Pignelopy...." David, who used to work for Universal Studios, says, "I contend that commerce on the Internet is really about entertainment, and what we're really trying to do is create an interesting Web site with a reason to come back. And that's the reason for the serial nature of the cartoon that EG illustrates and I write. Every two weeks there's at least three new panels."

We had to remind David that since *The Simpsons* and *Spongebob Squarepants* were seeing their last new episodes, it seemed the perfect opportunity for Hawgs in Space to fill the void. So you guys at WB, the Cartoon Channel and Nickelodeon better snatch this one up. Now we don't know what EG would think about the expansion idea as he's busy painting all kinds of things, but if Hawgs can fly in outer space, the sky's not even the limit.

Here's a news flash, a wild new bolt-on custom part is about to debut on the Web site, literally a piece EG created in one of his drawings and which David is having hammered into existence. So besides Hawgs ripping past supernovas, radically edgy art and bad to the bone T-shirts, there's even more reason to log on to www.hawgsinspace.com.

—Paul Garson

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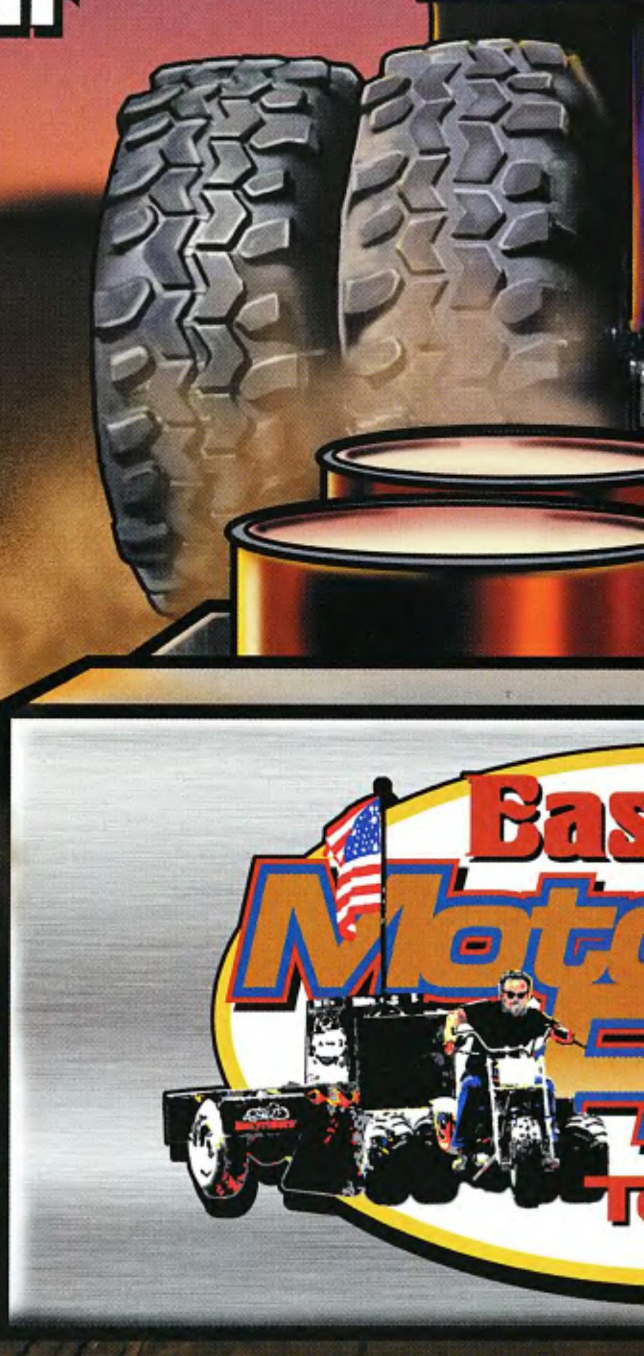

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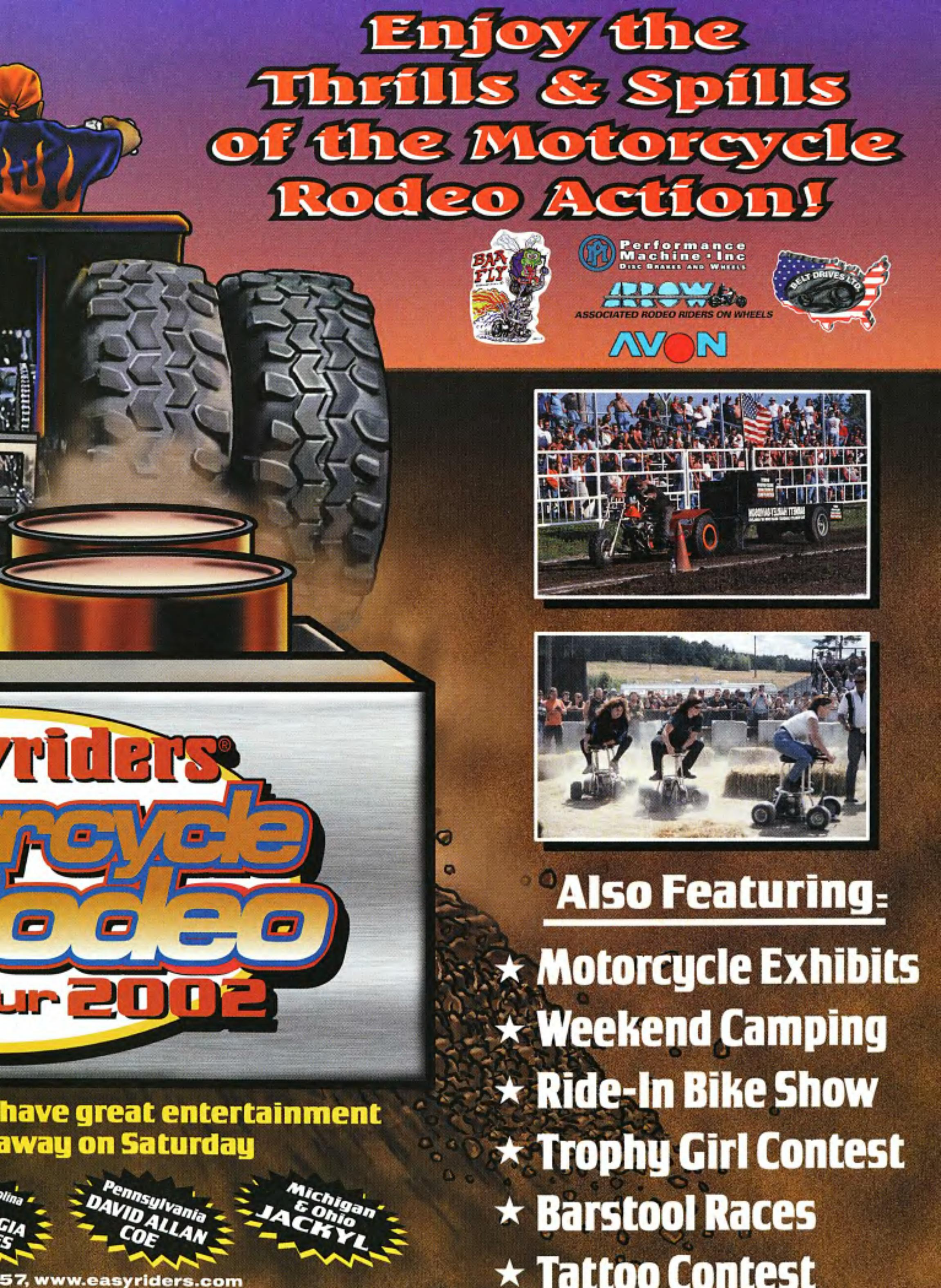
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EXCLUSIVE! SCREAMIN' EAGLE DEUCE!

Easyriders is proud to bring you the first glimpse of Harley-Davidson's 100th Anniversary Screamin' Eagle Softail Deuce for 2003. This gleaming steed will be a rare horse indeed since the CVO (Custom Vehicle Operations) Department will only make several hundred, and it's one trick pony since it boasts 1550ccs of fuel-injected go-get-'em!

This is also the first look at Harley's special Centennial gold and black paint scheme with gold leaf accents and badging, which makes for one classy chassis. But wait, there's more to this sexy Softail than a slew of genuine Harley-Davidson parts and accessories. The spruced Deuce comes with it's own 100th Anniversary indoor storage cover and Harley's factory security system to keep prying eyes and fingers away.

If this limited Softail is anything like last year's Screamin' Eagle Road King, you'd better line up at your local Harley dealer because these rare rides will go like greased lightning. After all, Harley's 100th Anniversary only comes once, why not ride the ultimate Centennial cycle. Check the accessories list and specification chart for more information and call 800-443-2153 to find the Harley-Davidson dealer near you. *—Dave Nichols*

100TH ANNIVERSARY FXSTDSE

FXSTDSE Screamin' Eagle Deuce Accessories

- 1550cc Fuel Injected Twin Cam 95 Powertrain Finished in Silver and Chrome
- Screamin' Eagle 203 Cams
- Centennial Gold and Vivid Black Paint with Gold Leaf Graphics
- Color-matched Centennial Gold Frame, Swingarm and Chin Spoiler
- Color-matched Air Cleaner, Timer, Derby Cover and Fuel Tank Console Inserts
- 100th Anniversary Badging on Fuel Tank Console Insert and Engine Crankcase
- Chrome Slotted Six-Spoke Wheels, 21-inch Front and 17-inch Rear
- Chrome Slotted Six-Spoke Rear Sprocket
- Chrome Slotted Floating Brake Rotors
- Profile Low Front and Rear Suspension for 1-inch Lower Seat Height
- Dual Front Disc Brakes
- Silver Brake Calipers with Billet-style Chrome Inserts
- Slash Down Mufflers with Custom Chrome Heat Shields
- Teardrop-shaped Chrome Air Cleaner Assembly
- Custom Low-profile Seat and Pillion with Chrome Inserts
- Chrome, Fat 1.25-inch dia.r Handlebars with Internal Wiring
- Chrome Voltage Regulator
- Clear Coated, Braided Stainless Steel Control Cables and Brake Lines
- Silver-faced Speedometer and Tachometer
- Handlebar Riser Mount Mini-Tach
- Custom Chrome Headlight Fillet Panel and Handlebar Riser Cover
- Chrome Lower Triple Tree Cover
- Chrome Bullet Mirrors
- Aileron Custom Hand Grips
- Buckshot Custom Chrome Brake and Clutch Hand Controls
- Smoked Turn Signal Lenses with Amber Bulbs
- Polished Bullet Stainless Shift Linkage
- Chrome Bullet Shift and Rear Brake Lever
- Aileron Custom Chrome and Rubber Footpegs, Brake Pedal Pad and Shifter Peg
- Chrome Smooth-look Fork Stem Covers
- Chrome Swingarm Pivot Bolt Covers
- Classic Chrome Bullet Front Axle Covers
- Chrome Rear Axle Covers
- Chrome Front and Rear Wheel Spacers
- Chrome Headbolt Covers
- Chrome Custom Lower Belt Guard
- Chrome Master Cylinder, Clutch Lever Bracket and Switch Housings
- Chrome Front and Rear Master Cylinder Reservoir Covers
- Chrome Forward Control Mounting Brackets
- Chrome Valve Stem Caps
- H-D Factory Security System with Alarm Siren
- 100th Anniversary Indoor Storage Cover

DIMENSIONS

Length........95.4 in (2422 mm)

Seat Height .... (measure laden w/ 180 lb. Rider) 24.75 in (629 mm)

Seat Height ....(unladen) 26.0 in (659.6 mm)

Ground Clearance..........4.7 in (119.1 mm)

Rake ....34.0 degrees

Trail..............5.1 in (129.5 mm)

Wheelbase....................66.6 in (1690.3 mm)

Tires ....Dunlop Harley-Davidson Series II D402

Front MH90-21 54H

Rear K591 160/70B17 73V

Fuel Capacity .... (includes 0.5 gal reserve) 4.9 gal (18.5 L)

Reserve Fuel Capacity .... (warning light @ approx. 1.0 gal for ESPFI models) 0.5 gal (1.9 L)

Oil Capacity..................3.5 qts (3.3 L)

Dry Weight ....677.0 lbs. (307.1 kg)

Vehicle Weight in Running Order ....(unladen) 712.4 lb. (323.1 kg)

Gross Vehicle Weight Rating .. 1125.0 lbs (510.8 kg)

ENGINE

Engine ......S.E. Twin Cam 95B (balanced)

Valves ....Pushrod-operated overhead valves; with hydraulic self-adjusting lifters; two valves per cylinder

Bore & Stroke....3.875 x 4.0 in (98.43 x 101.6 mm)

Displacement ....95 cu in (1550 cc)

Compression Ratio ......9.4 : 1

Fuel System .... Electronic Sequential Port Fuel Injection (Single runner, 45 mm throttle bore ESPFI)

Air Cleaner/Filter ......Tear-drop style chrome with spun aluminum insert: high flow, pleated paper construction

Ignition ....Single-fire, non-waste, map-controlled spark ignition system; electronic breakerless with multiple advance curve matrix

Lubrication System .... Dry sump, internally mounted, crank driven gerotor pressure and dual scavenge pump with spin on 10 micron pressurized oil filter

DRIVETRAIN

Primary Drive........Double-row chain, oil bath, mechanical tensioner; 25/36-tooth sprockets (1.44 : 1)

Final Drive..Gates aramid fiber reinforced Poly Chain belt; 32/70-tooth sprockets; 2.188 : 1

Clutch ....Multi-plate with diaphragm spring in oil bath

Transmission ....Five-speed, constant mesh

Gear Ratio 1st 10.11
2nd 6.958
3rd 4.953
4th 3.862
5th 3.150

CHASSIS

Frame......................Mild steel, rectangular section backbone with twin downtubes

Swing Arm ..Tubular mild steel

Front Fork ....Wide 41.3 mm custom fork with tri-rate springs

Wheels ....21 in (53.34 cm) slotted six-spoke chrome front wheel, 17 in (43.18 cm) slotted six-spoke chrome rear wheel

Wheel Bearings .... Dual-sealed, automotive-style, ball-type

Brakes ....Caliper Type Four-piston front and rear

Rotor Type (diameter x width)

Chrome Floating Rotors.......... Front (Dual) 11.5 x .20 in (292.1 x 5.08 mm) Rear 11.5 x .23 in (292.1 x 5.82 mm)

Suspension Travel .... Front 5.61 in (142.5 mm) (Travel along the length of suspension. Not vertical wheel travel) Rear 3.24 in (82.3 mm)

PERFORMANCE

Engine Torque ....91.0 ft lbs. @ 3500 rpm/ 123.4 NM @ 3500 rpm

Lean Angle (per SAE J1168) .. Right 37.3 degrees Left 35.3 degrees

ELECTRIC

Battery ....Sealed, maintenance-free,12-volt, 19 amp-hr, 270 cca (per Battery Council International rating)

Charging ..38-amp permanent magnet alternator with solid state regulator (481 watts @ 3,000 rpm, 494 watts peak)

Starting....1.2 kW electric with Bendix-type engagement

Lights ....Headlamp Quartz halogen 55-watt low beam, 60-watt high beam Tail/stop lights 8w/28w (5w/21w) Turn Signal lights 28w (21w)

Indicator lamps ....High beam, neutral, oil, turn signals, engine diagnostics, and security system

STYLING/CONVENIENCE

Engine Trim .... Silver and chrome

Exhaust System .... Over/under shotgun duals with full muffler shields

Oil Tank ....Chrome "Horseshoe" with chrome external oil lines

Ignition ....Barrel keyed

Handlebars................Low-rise custom 1.25 in dia. with pull-back risers

Seat ..Low-slung custom style with chrome inserts

Passenger Backrest................ Available Genuine Motor Accessories

Brake and Shift Lever .... Forward foot controls with custom levers and rubber inserts

Rear Fender Supports .... Chrome full coverage

Fork Lock..........Common with ignition key

Instruments .... Silver-faced mini-tachometer and electronic speedometer with odometer and resettable tripmeter with diagnostic cababilities and solid-state tell-tale indicator module

Flasher .... Hazard warning integrated into turn signal module

COLORS

Description.............................. Centennial Gold and Vivid Black with Gold Leaf accents

WARRANTY

Warranty ....12 months (unlimited mileage)

Service Interval ..{Same as 03 Softail spec.}

Easyriders

CHAMPION KICKBOXER KATHY LONG THINKS BOWER'S SHOVEL IS A KICK!

LADY KILLER

Rarely do we get to admire two true champions paired for a one-of-a-kind display such as seen here: One's an awesome looking beauty with a terrific chassis whose ravishing features belie the abuse and severe punishment said chassis had to endure over the years, while the other is an awesome looking beauty with a terrific chassis whose ravishing features belie...well, you get the idea.

But let's start with the bike.

Owned by Dan Bower and built by Rusty Cornett and Steve Cook, this '75 FLH had been on Dan's mind for a long time before he could turn his fantasy into a prize-winning reality. "I started riding back in the '60s," Dan tells us from his home in Oklahoma, where the third-degree black belt is the president of Century Inc., a martial arts supply (www.centuryfitness.com) company. "And for about 20 years, I had this type of bike in mind before I finally had the opportunity to have one built."

The opportunity bit Dan back in '97, when a neighbor of his showed up one day on a '75 FLH, and Dan told him, if he ever thought of selling it, to give him first dibs. "On Christmas Eve of '97, he came by and told me he had it up for sale," Dan says, "and the very next day I bought it."

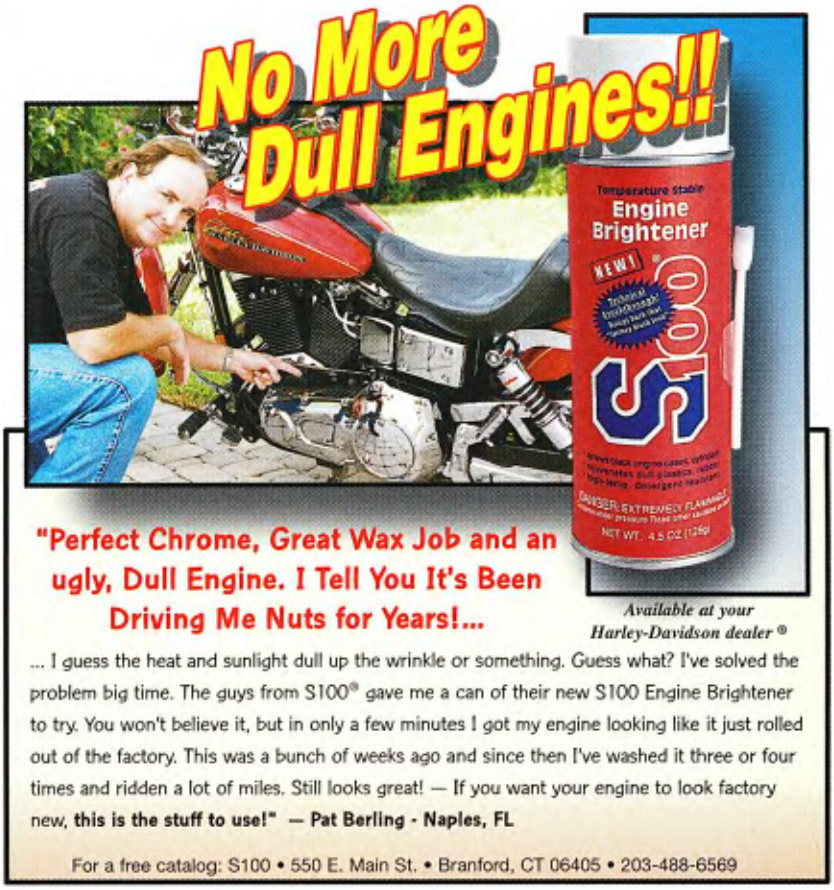
He immediately took the sled to Rusty Cornett at Okie City Customs, who took one look at it and sadly shook is head. "It was a rattle trap," is how Dan describes the bike.

Although Rusty had a few more colorful terms at the time, he now says, "Well, you know how shovelheads are when they get old...if you don't take 'em all the way down and go back up, you're just gonna keep fightin' and fightin'."

The martial artist in Dan may not mind fighting, but this wasn't what he had in mind. "The whole project took four years," Rusty goes on to say, "and in the process, we went through the whole motor and the transmission."

The motor was cleaned up and got new Wiseco pistons and a mild Andrews cam with a relatively mild 0.450 lift, but was left at 74 inches, while the tranny got a new RevTech close ratio gear set.

Meanwhile, Steve Cook, who's made a name for himself in the custom car world, took care of the frame, the molding, the



KATHY LONG
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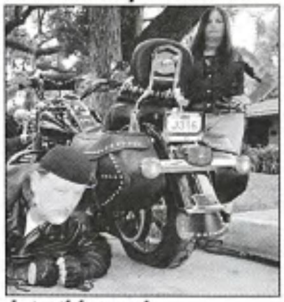

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sheet metal, and the paint. The tank, by the way, received its unusual look by Steve cutting each of the sides off, flipping them inward, and welding them back in. "That's got to be the only tank of its kind in the world," says Dan. Both Jesse James fenders were also cut right down the center so that the front one could be widened for the 3-inch-wide front wheel, while the rear fender got narrowed a bit.

Apparently, we're not the only ones who think Dan's bike is worth a much closer look. "I've had it at three local shows since we finished it last year, and it won all three shows," he says about his recent successes at Sherry's Diner Show, the first Harley Fest, and Darryl Starbird's Custom Show.

What better way to feature such a prize-winning iron steed than with a champion of another sort? She may look sweet and innocent, but Kathy Long is no stranger to hard knocks and kickin' ass. Fortunately for her, she is usually the one dishing them out. This five-time kickboxing world champion also holds black belts in Aikido, Kung Fu San Soo, and has trained in Kali and Jiu-Jitsu. In other words, messing with her is not something you want to do unless you have a death wish.

But Kathy has retired from active competition. Instead, she travels the world teaching self-defense seminars and works a lot as bodyguard. "Sometimes they're celebrities," she says, "but most of the time they're CEOs for big companies. Or, the other night I stood guard while someone cleaned up his cigar shop, because his partners had beat him up before. It just depends."

The fact is, Kathy is so diverse and multi-talented, she keeps herself occupied with a variety of endeavors. Like the movies. Kathy has been in a number of cinematic creations as an actress (*The Stranger* and *Under The Gun*, just to name a couple) and as stuntwoman, such as in *Batman Returns*, where she kicked up her heels as Cat Woman, stepping in for Michelle Pfeiffer.

In her spare time, Kathy pursues her biggest passions, art and music. "I like to paint watercolors and pencil sketch, but I also play several instruments, like guitar, cello, and the harp," she says. "I play mostly classical music or, on the guitar, folk and classic rock, or some of my own stuff."

No word on when her first CD will come out, but she has already authored and published a book which is entitled *No! No! No!— A Woman's Guide To Personal Defense and Street Safety*, and writes Long Shots, a semimonthly column in *Black Belt Magazine*.

"That's all fine and dandy," the discriminating reader of this magazine, namely you, says at this point. "What I want to know is, does she ride?"

Why, hell yes!

"I'm too poor to have a Harley, so I have to admire them from afar. But I do ride a 750 Nighthawk every chance I get, and I love to ride it fast on long, deserted roads," this self-described adrenaline junkie says. "I've been riding for about eight or nine years, and this is my third bike; my last one got stolen."

I wouldn't want to be in the thief's shoes, if she ever finds him.

Anyway, Kathy and Dan have been very good friends for a dozen years or so, which is how she ended up giving his shovelhead its extra sex appeal. So just sit there quietly and enjoy the pictures, and don't bother mouthing off about how rude it might be of her to keep her top on. If she finds out about it, she might just come over and kick your ass.

—Tripper

Photos: provided by Dan Bower

L O W   S W E D E   C H O P P E R

Bernt Offering

Twenty-five years ago, Bernt Karlsson was riding his Honda chopper in Sweden, when he and nine of his pals formed the Cheyenne Bike Club.

The Cheyenne's were one of the first bike clubs that anyone from Stockholm to Gottenborg had ever heard of. They rode their asses off and partied their hearts out all over Europe from the French Riviera to Italy, as well as everywhere else they went.

For 11 years Bernt ran his own custom paint shop in Sweden, but after a stateside friend told Boyd Coddington about Bernt's talent, he moved to sunny California to work his wonders at the house of Boyd for 18 months. Since then, Bernt has landed many impressive top-secret projects that would make any grinder-wielding fabrication artist salivate, but if we told you what they were, we'd have to blindfold you first. We can tell you that after Bernt left Boyd's, he was repairing shipping damage for Ferrari.

Simplicity and completion are the key elements of Bernt's classic creations. Besides building bikes, he still does all kinds of cool molding and paintwork at his shop, Classics by Bernt (berntkarlsson@msn.com). If you approach design the way that he does, there are too many ways to do something right. Just check out the rear fender on this sweet tangerine machine. The support struts are built into those flowing fender lines to make one smooth piece that has internal bracing to eliminate flex and a belt guard. Here is just one of many directions Bernt has allowed his unique perspective to take him. In fact his perspective on designing and building cars and bikes has led to some of his projects being featured on the covers of many leading publications.

You can't build a genuine Swedish chopper without a Swedish frame. So, remaining true to his Viking heritage, Bernt sent to Sweden for a genuine Calles Chopper frame with 2 inches of stretch and a 40-degree rake. He had a slightly mangled '95 Softail with a recyclable drivetrain taking up space, so while Bernt was working out some fresh designs with Lil' John Buterra, Lil' John's son Kris was rebuilding the Evo mill.

Bernt picked out a 6-speed RevTech tranny and bolted it in, along with the motor and wheels for a rolling test fit. Bernt formed the fenders from West Coast Choppers shells, and put the mono-strut treatment we already told you about on the backside.

He has a friend named Rod at Twisted Metal who took a look at the rolling chassis and knew exactly what to do with the gas tank. Once the sheet metal was stretched into place, Bernt started molding and painting and didn't stop until it was perfect.

For that extra little touch of uniqueness, Bernt combined a Performance Machine rotor with a Lil' John caliper front and rear. A Lil' John open primary links the power to the tranny, while Lil' John's swingarm keeps this Swede down low in da weeds. There are lots of other Lil' John goodies on this Scandinavian scooter, because Bernt respects John for having "the best ideas in the USA." Sam Trout, made the seat and it fits your ass like a pair of old jeans.

Now that Bernt lives in Orange County, his favorite event has become the trip he makes to Sturgis every year on his Road King. He's been eight times and you'll see him there again this year. Bernt takes four weeks off to go riding, and in 2001 he logged just over 6,000 miles in those four weeks. Sounds like our kind of vacation!

—Lord of all Cheese

Easyriders

passin' gas

A biker boards a flight and is lucky enough to be seated next to an absolutely gorgeous woman. They exchange brief hellos and settle down for a long flight. After a while, he notices she's reading a manual about sex.

He asks her about the book and she replies, "This is a very interesting book and this chapter is all about sexual statistics. It identifies that American Indians have the longest average penis and Polish men have the biggest average diameter. By the way, my name is Jill. What's yours?"

The biker coolly replies, "Tonto Kawalski, nice to meet you."

Dakota
via da 'net

A man and woman who have never met before are assigned to the same sleeping compartment on a transcontinental train. After some initial awkwardness, they settle into their respective berths for the night.

In the middle of the night, the man leans over, wakes the woman and says, "I'm sorry to bother you, but I'm awfully cold and I was wondering if you could possibly reach over and get me another blanket?"

The woman leans out, winks and says with a grin, " I have a better idea. Just for tonight, let's pretend we're married."

"You mean..."

"Yep. Get your own damn blanket."

Terry Brockway
Paris, Texas

Mr. Smith goes to the doctor's office to collect his wife's test results. The lab tech says to him, "I'm sorry, sir, but there has been a bit of a mix up and we have a problem. When we sent the samples from your wife to the lab, the samples from another Mrs. Smith were sent as well and we are now uncertain which one is your wife's. Frankly, it is either bad or terrible."

"What do you mean?" demands Mr. Smith

"Well, one Mrs. Smith has tested positive for Alzheimer's and the other for AIDS. We can't tell which is your wife."

"That's terrible! Can we do the test over?"

"Normally, yes. But you have an HMO, and they won't pay for these expensive tests more than once."

"Well, what am I supposed to do now?"

"The HMO recommends that you drop your wife off in the middle of town. If she finds her way home, don't sleep with her."

Firepie
Orange, Calif.

Big Bill worked in a pickle factory. He'd been employed there for a number of years when he came home one day to confess to his wife that he had a terrible compulsion. He had an urge to stick his penis into the pickle slicer. His wife suggested that he should see a sex therapist to talk about it, but Bill indicated that he'd be too embarrassed and vowed to overcome the compulsion on his own.

One day, a few weeks later, Bill came home absolutely ashen. His wife could see at once that something was seriously wrong, and she just had to know.

"What's the matter, Bill?" she asked.

"Do you remember that I told you how I had this tremendous urge to put my penis into the pickle slicer?"

"Oh, Bill, you didn't."

"Yeah, I did."

"My God, Bill, what happened?"

"I got fired."

"No, Bill. I mean, what happened with the pickle slicer?"

"Oh...she got fired too."

Steve Schwacke
Frikkin, New Jersey

Tramp and his ol' lady were out havin' dinner one night when this stunning hardbelly walked over and laid a long, wet kiss on him. As she was leaving she said she'd see him later.

Outraged, his ol' lady demanded, "Who the hell was THAT?"

"Oh," Tramp replied, "that's just my playtoy."

"That's it," says the ol' lady, "I've had it, I wanna divorce."

"Fine by me," says Tramp. "Just remember, this means no more shopping trips, nice house, Mercedes Benz or dinners like this."

Just then Maggot walks in with this beautiful babe on his arm.

"Who's that with Maggot?" asks Tramp's lady.

"That's just his new playtoy..."

She looks over at him after thinkin' for a moment and says, "Ours is prettier."

Paul Bomersbach
Waynesburg, Pa.

So this prospect was in his garage wiping down an old set of exhaust pipes with a greasy rag when one of his potential bros walked in.

"Whatcha up to, there, kid?" asked the bro.

"I'm just greasin' up these here pipes so I can try an' sell 'em at the swap meet," replies the younger biker.

"How much ya gonna ask for 'em?" quizzes the bro.

"Well, I need 200 bucks to make rent, so that's what I'm askin'."

"What!" the older biker exclaims. "Ya know what anybody with half a brain is gonna tell ya to do with 'em, don't ya!?"

"Yup," replies the prospect, "that's why I'm greasin' 'em."

Alfredo Svarez
Motel Hell, Calif.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Bernt Karlsson
City: ......Stanton, California

General

Fabrication: Bernt Karlsson
Year/make: ....2000 Custom chopper
Model: ....Low Swede
Assembly: ..Bernt Karlsson/ Lil' John and Kris Buterra
Time: ....6 months

Engine

Year: ....1997 Evo
Rebuilder: ....Kris Buterra
Displacement: ......80 cubic inches
Cam: ....Harley-Davidson
Carb: ....Mikuni HSR 42
Pipes: ....Samson

Transmission

Year/make: ..2000 RevTech 6-speed

Painting

Molding: ..Classics by Bernt
Painter: ....Bernt Karlsson
Color: ....Tangerine Pearl
Type: ....House of Kolor
Special paint: ....Classics by Bernt

Frame

Year/make: ......2000 Calles Chopper
Type: ....softail-type
Rake: ....40 degrees
Stretch: ....2 inches
Shocks: Works Performance

Accessories

Handlebars: ....Carlini
Handlebar controls: .... Performance Machine
Fenders: ....West Coast Choppers, Classics by Bernt
Headlight: ....Headwinds
Taillight: ....Lil' John
Pegs: ....Lil' John
Foot controls: ....Lil' John
Gas tank: ......Twisted Metal
Oil tank: ....Calles Choppers
Seat: ....Sam Trout
Mirrors: 3-D
Grips: ..Paul Yaffe Originals

Front end

Type: ....wide, 8 inches over extension
Builder: Boyd's lowers/West Coast Choppers trees

Wheels

Make: ....Performance Machine
Size: ..3.25 x 19 front/190 x 50ZR17 rear
Tires: ....Metzeler
Brakes: ....Performance Machine/Lil' John

Special features: .... rear fender cutout, molding and one-off fab work.

Photos: ....Ken Ross

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R. Cohen, M.D.

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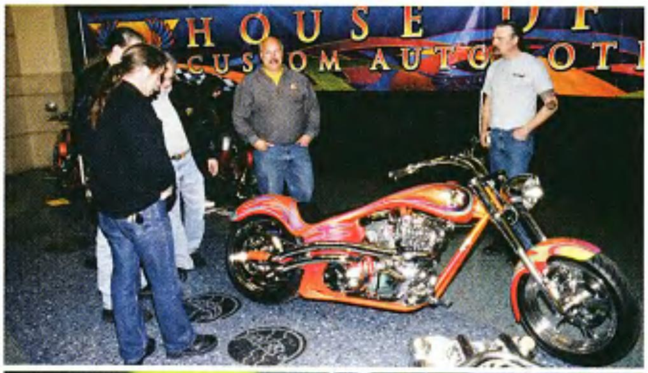


Photos: Timothy Remus

getting the itch to ride big time but snow is still on the ground. That's one of the reasons why master bike builder Donnie Smith started a bike show in St. Paul last year, to chase away those winter blues and get everybody excited about another spring and summer of great riding. Besides being one of the all-time great customizers and fabricators on the planet, Donnie is a genuinely nice guy with a great sense of humor. It figures that he'd create a heartwarming event for local Great Lakes bikers to enjoy.

Folks come from all around to enjoy the Donnie Smith Bike Show and many thousands were drawn to the huge Roy Wilkins Auditorium located at the Rover Center in St. Paul. Donnie got together with Neil Ryan, owner of American Thunder of Pryor Lake, a few years ago and they decided to give riders something to ease the pain of those long winter months and get their customizing juices flowing.

This year, the 40-degree spring-like weather brought out huge crowds to ogle all the great custom bikes, enjoy some two-wheeled camaraderie, and check out the motorcycle swap meet that goes on downstairs in the gigantic hall. The swap meet comes in handy to find just the right part for that project bike or basket case that sits in the corner of many a St. Paul biker's living room or garage.

Chopper lovers (we're talking long bikes) weren't disappointed this year since there were plenty of sleek chop jobs to drool over. Special thanks go to Pat Matter of Minneapolis Custom Cycles for bringing out four of his new choppers for all to see. Among other great custom rides the crowd enjoyed Kevin Sullivan's green Softail, Noel Christensen's FXR, Randy Marten's chopper, the magnificent murals on Tony Hoffman's Softail, Todd Gilbertson's orange Dyna, a way rad hardtail from T.J. Design, Joseph Baron's wide tire Softie, Scott Storms' Ironhead Sporty, and also a one-off Triumph by Dave Christensen, just to name a few.

Donnie's show began in 2001 with a one-day bike show. This year's extravaganza included two days of custom bikes, beautiful babes, and beer. What the hell more do ya want?

For more information call Donnie Smith at 763-786-6002 or Neil Ryan at 952-226-1180. Put on your galoshes and come on down. —*Dave Nichols*

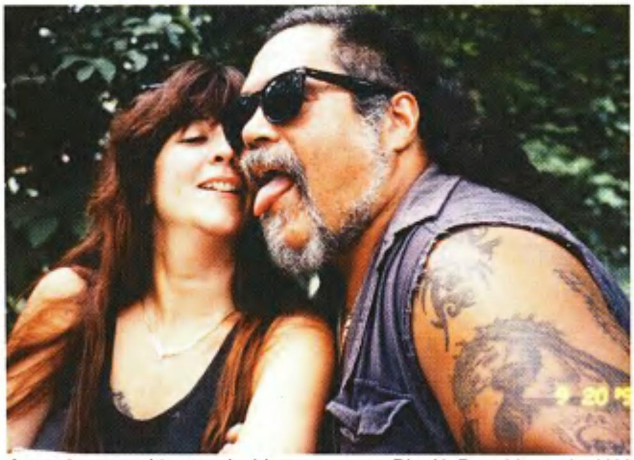
Bikers in mirror are closer than they appear. —*Dan "The Man," Crossin, Cohokia, Ill. On the way back from Little Sturgis, Ky.*

The ol' gang's back in town. —*Katmandu, Ft. Pierce, Fla. U.S. Military Vets MC, Treasure Coast (Fla.) Chapter*

"Aye, mates, we'd lay our dinghy in her port for a fortnight."

Sonny Brown, Columbus, Ohio

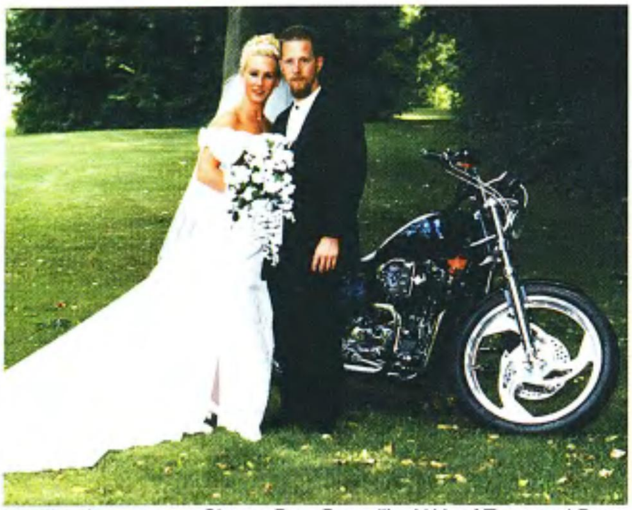
Four for the road. —*Katmandu, Port St. Lucie, Fla.*



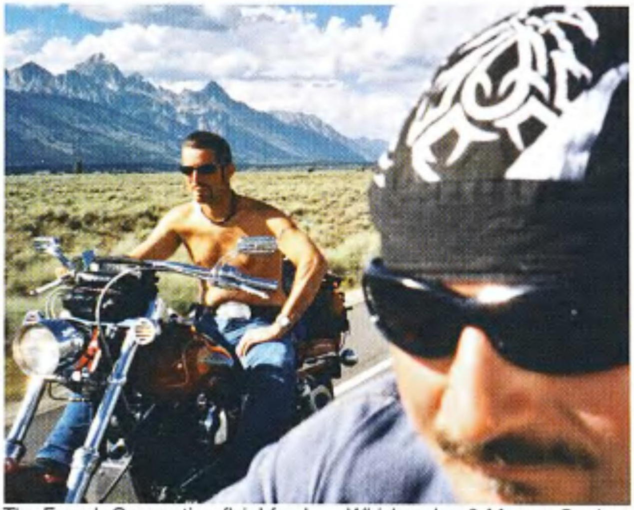
Jan gets a good tongue lashing. —*Big Al, Poughkeepsie, N.Y.*

We got your back bro. —*Kenna Sawrey, Biketoberfest 2001, Fla.*

Joanna's a smoker. —*2 Fat, Daytona Bike Week 2002*



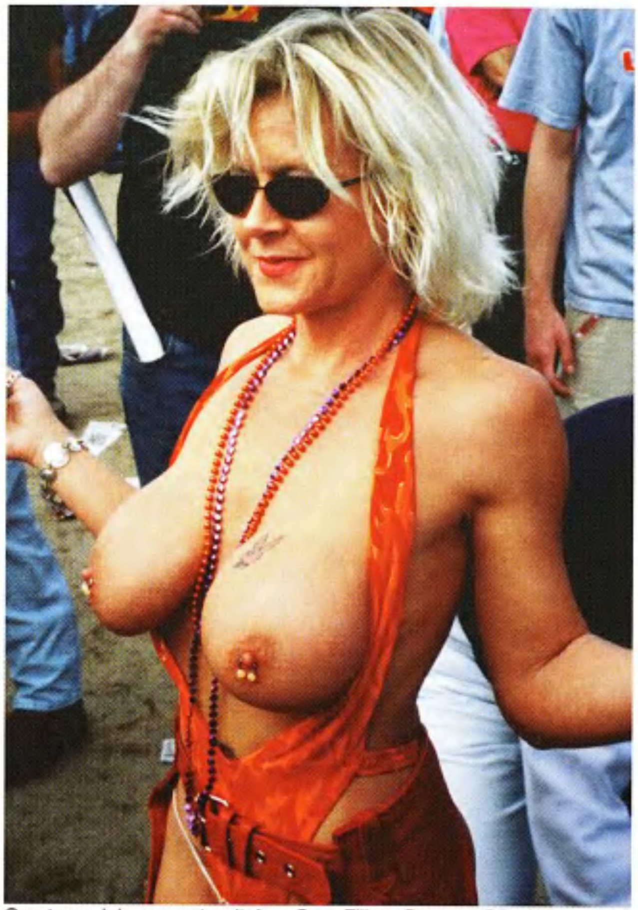
No oil stains...yet. —*Sharon Burr, Dansville, N.Y., of Tracy and Ryan.*



The French Connection flyin' free! —*Whiskey Joe & Moose, Quebec*

An unabashed boobfest. —*Ray Owens, Welcome, N.C.*

Hi, Mom, I met some nice bikers! *—Bret Brandt, Humboldt, Iowa*



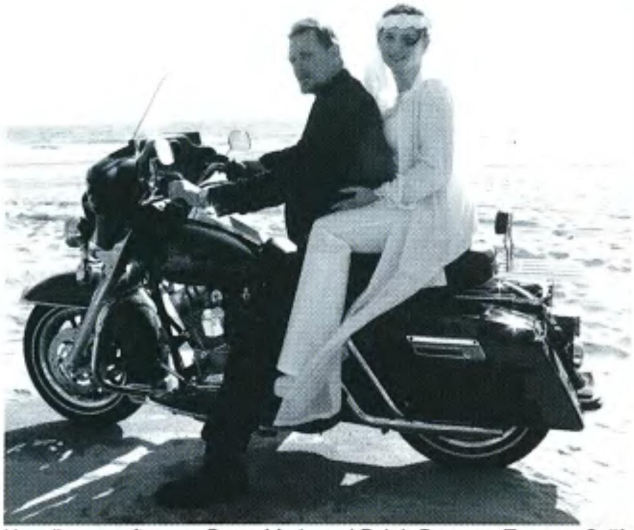
Great pendulous meat pelts! *—Gary Elliott, Daytona Bike Week 2002*

How much for a new Avon? *—Kevin Hackathorn, Sundance, Wyo.*

Bill C.'s Blue Ice. *—Egg, Wallingford, Conn.*

Can't help herself. *—Glenn Getman, River Run 2002, Laughlin, Nev.*

Tasty twosome. *—Steve and Tracy, ABATE of Pa., State Rally, Hazen*



Happily ever after. —*Dawn Marie and Ralph Burgess, Tarzana, Calif.*

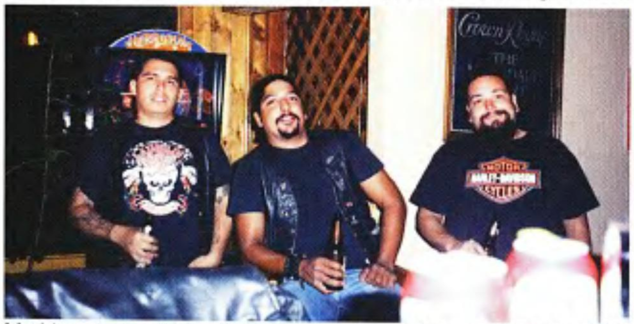
Got Billy?—*Tom TMFC #99, Billy Idol, Martina, Washington City, Calif.*

Driftin' at the Bashful Bandit Multiple Sclerosis Poker Run. —*Scooter Grubb, Tucson, Ariz.*

How the depravity begins. —*Joel Stensberg, Appleton, Wis. Dalynn.*

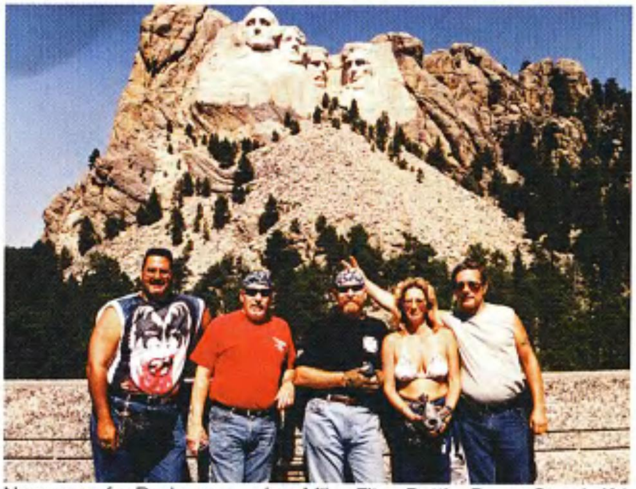
BOIIINNG! —*2 Fat of Donna and Paige, Daytona Bike Week 2002*

Solid shovel, solid folks. —*Gilbert & Becky Barnhart, Ballinger, Texas*



Maddog, Javier, Paul—all over .08? —*Theresa Gomez, Santa Fe, N.M.*

Best exhibitionist. —*Glenn Getman, River Run 2002, Laughlin, Nev.*



New mugs for Rushmore. —*Joe, Mike, Fitzy, Dottie, Roger, Sturgis '01*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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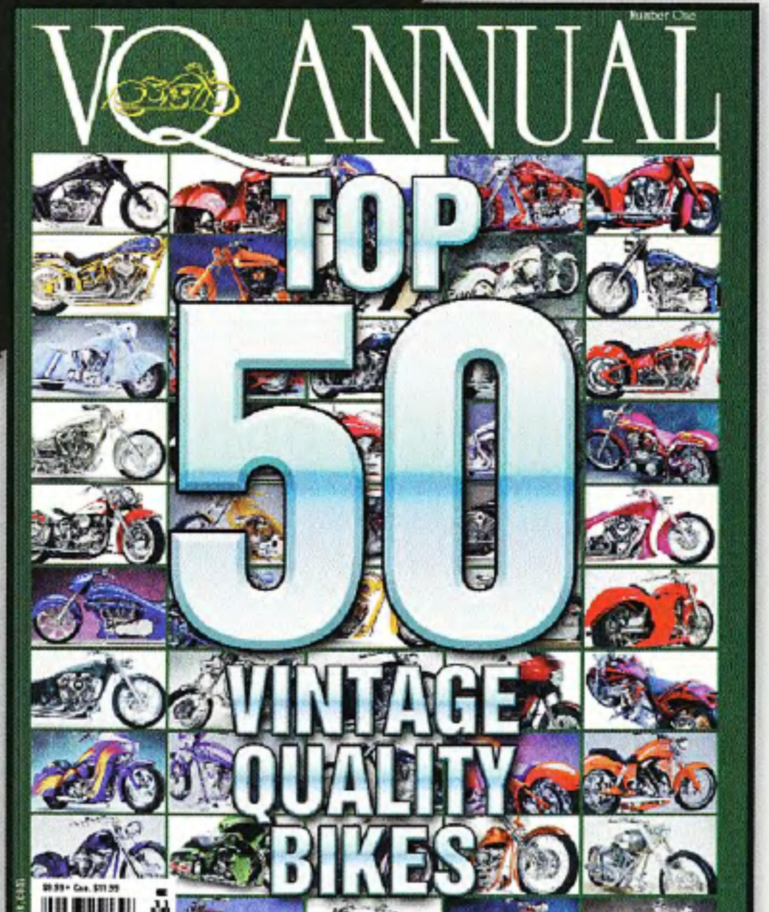

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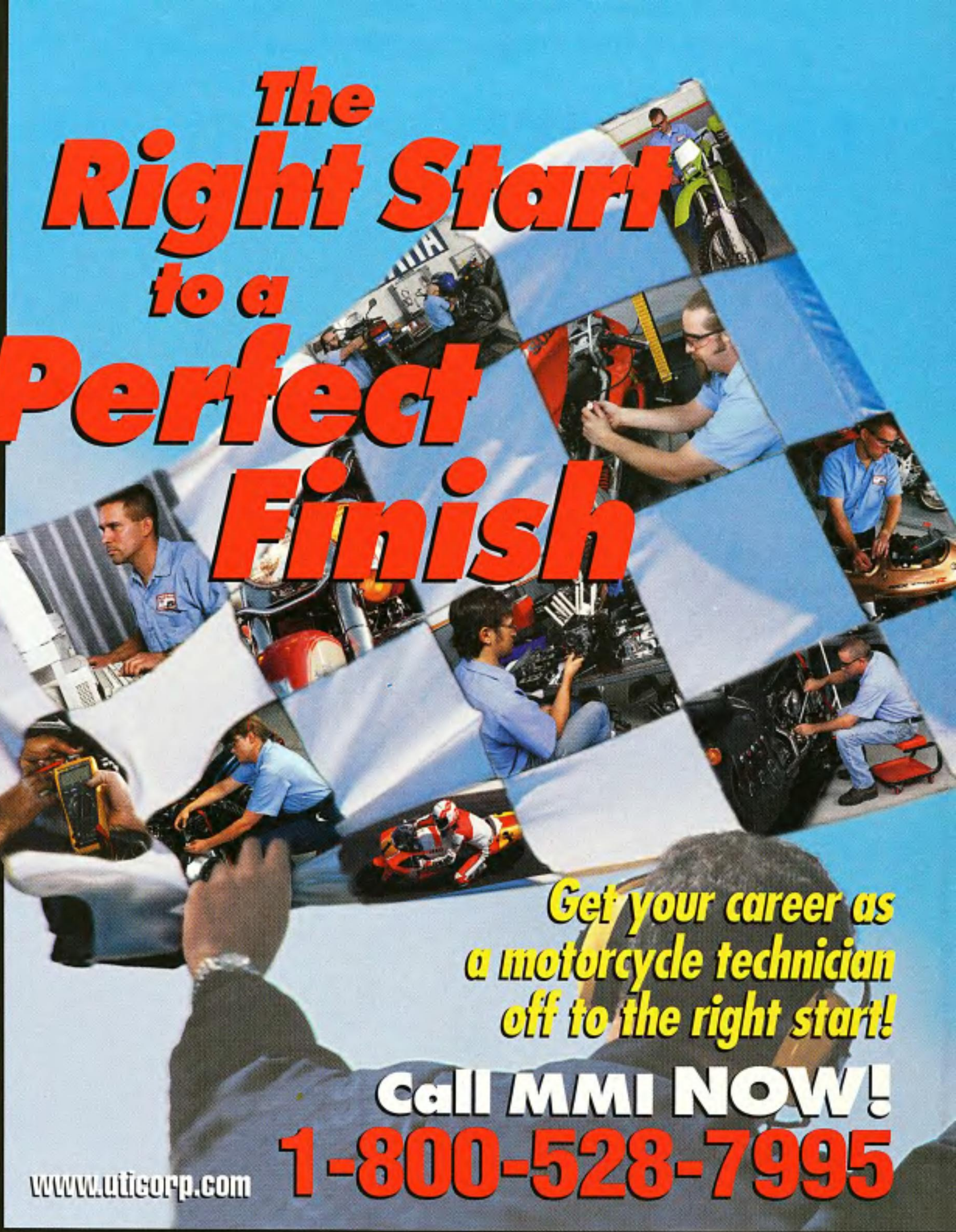

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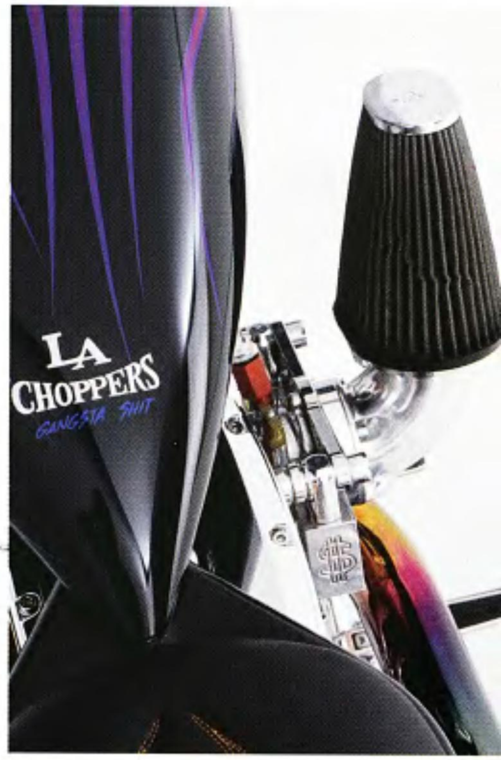
LIVIN' LARGE AT L.A. CHOPPERS

GANGSTER STYLE

According to legend, Azusa, California, was named by its founding father(s) with the idea in mind that everything from A to Z in the USA culminated right here in this small community at the foothills of the San Gabriel Mountains. Therefore, it seems rather fitting that Azusa is homebase for L.A. Choppers, a small but mighty bike shop that prides itself in offering the customer everything from A to Z, as far as custom motorcycle building is concerned.

For a showcase of the shop's building prowess, one needs to look no further than this awesome rigid chopper right here, which entails some pretty shrewd building techniques and a lot of know-how by Johnny C., not only the shop's owner, but also its main wrench and motor builder. At only 32 years of age, Johnny already looks back at 18 years of motor-building experience, 15 of them with Top Fuel motors. "My dad used to have a shop in his garage," he says, "so by the time I was 7 years old I was helping him take the motors apart and cleaning carburetors and other parts."

Having tasted motor oil even before mother's milk, Johnny has been instilled with a fierce love for motorcycles and the talent and inspiration to build his bikes to stand out even in a crowd of custom choppers. "Everyone's got their own style. This bike is what we built to show off our gangster style," he says. "A lot of bikes, in our opinion, have too much rake and stretch, and the guy riding it is all stretched out. It just doesn't look good. Lines are very important."



But lines aren't everything, and aside from spending endless hours getting the frame just right ("we actually took away some stretch"), fabricating the tank and the fenders, and shaping those radically short pipes, a lot of time and effort went into the 103-inch Big Head motor. "When I built the motor, I put in mushroom-head pistons from JE," Johnny explains. "Since it's a big 5-inch stroke, which is notorious for beating the crap out of the pistons, I Teflon-buttoned the skirts of the pistons and raised the cylinder wall clearance of the pistons to about five-thousandths. So, with the Teflon buttons on the skirts the thing runs great; there's no noise, no rattle, none of that stuff, because the piston has no alternative but to stay completely straight." Lucky piston.

The heads were also ported and polished, and special valves were installed. "Just because you have a big head, that doesn't mean anything," Johnny cautions. "Combination is everything. You gotta have the right combo." Sounds like the beginnings of a great sex manual.

The S&S Super G carb experienced some serious mods at the hands of Dan Fitzmaurice at Zipper's who "added an air bleed and modified the venturi by making its inner diameter smaller. He also raised the dump tube to the center of the OD of the carb, which allows the fuel to actually get atomized instead of just blowing around. Now it's dialed in perfectly," Johnny says.

These are just a few of the tricks Johnny and his 4-man crew have up their collective sleeve.

"I'm proud of the fact that unlike other shops, we are bike builders, not bike assemblers," he says. "We do everything in here; we do the paint, we do the fabricating, and we build the motors. In 17 years, I never had a motor go bad. And every bike we build has got to be cutting edge. It has got to have the newest equipment and obviously, it's got to have our flair."

—Red Baron

Owner: ....Johnny C
City: ....Azusa, California

General

Fabrication:..............L.A. Choppers
Year/make: ....2002 Custom
Model: ....Gangster II
Assembly: ................L.A. Choppers
Time: ....3 months
Chroming: ....secret

Engine

Year: 2001
Model: ....Big Head
Builder: .....................L.A. Choppers
Ignition: ....Compufire
Displacement: ....103 inches
Lower end: ....JIMS Performance
Balancing: .............L.A. Choppers, B.C.R.
Pistons: ....JE
Cases: ....S&S
Heads: ..................................B.C.R.
Cam: ....special grind, B.C.R.
Lifters: ....JIMS
Carb(s): ....S&S special Zippers
Air cleaner: ....dick head
Pipes: .....................L.A. Choppers

Transmission

Year: ....2002 Baker 6-speed
Modifications: ....none
Shifting: ....Baker
Engine sprocket: ....Baker
Trans sprocket: ....Baker
Wheel sprocket: ....Performance Machine

Painting

Molding: ..................L.A. Choppers
Painter: ....Chopalicious; L.A. Choppers
Color: ....black pearl with multi-flames
Type: ....candy urethane
Special paint:..................Johnny C.

Frame

Year: 2002
Builder: ....One More Creation
Type: ....rigid
Rake: ....secret
Stretch: ....secret
Other alterations: ....lowered

Accessories

Bars: ........................L.A. Choppers
Risers: ....Choppers Inc.
Fender(s):........L.A. Choppers/Russ Wernimont
Headlight: ....Ness
Taillight: ....Leo's Custom Cycle
Speedo: ....none
Pegs: ....Performance Machine
Electrics: ..................L.A. Choppers
Gas tank: ................L.A. Choppers
Oil tank: ....part of frame
Oil system: ....steel-braided lines
Primary cover: ....BDL
Seat: ....High End
Mirrors: ....Performance Machine
Grips: ....Küryakyn

Forks

Type: ....Forks by Frank
Extension: ....10 inches
Builder: ....RC Comp.
Special features: ....trees by RC Comp.
Wheels: ....Hustler

Front

Size: ......21-inch front/18-inch rear
Hub: ....Performance Machine
Tires: ....Avon
Brakes: ....Performance Machine

Special thanks: .... to B.C.R., Compufire, Baker Transmissions, High End Seats, Performance Machine, Real Deal and the L.A. Mafia.

Photographer: ....Elde Stewart

FoxHunt

Meet April's Winner

Granted, there are certain photos the staff here gets to see of these entrants that you do not. Some of those photos are best not viewed by either man nor beast, however, there are a few that are drooled on repeatedly prior to returning them. The latter was true in the case of your April winner Christina. Goddamnit, when you have photos taken in the Jungle Room of a theme hotel and send them in to our perverted staff...something's gotta give. Anyway, we agreed with your selection this month and whisked little Christina from her cold home in Cincinnati, Ohio, out to the warm climate and waiting arms, I mean lens, of our Arizona ace photographer, Paul Martinez. Paul had found a little company in Arizona called Swift, making some sweet—and swift I'll bet—bar choppers and naturally teamed your winning spinner with the Swift scooter and it's all available for your sightseeing pleasure on Page 98. Take a gander at yer leisure. Don't forget to vote for this month's cuties first! —*Sherwood O'Dunner*

Brenda—Tennessee

#901

"I was just 15 when I took my ride on a Harley. I really enjoy the freedom, the sound, the wind through my hair...just everything."

Jeanne—Maine

#902

"My first ride wasn't exciting enough. I don't know if it was the bike or the guy, but whatever the reason, I went and bought my own—that's exciting."

Peggy—Oklahoma

#903

"I rode a few Jap bikes before, but once I felt the power of a classic shovelhead...well, 'nuff said."

Krystal—Michigan

#904

"My first was on a Heritage Springer. I was excited at first, then I realized it was love at first bike!"

Samantha—North Carolina

#905

"I took my first ride on a Harley four years ago when I was 15. I came home VERY late and was told that bad boys weren't good for me. I disagree, don't you?"

Suzie—Florida

#906

"I totally enjoyed my first ride on a Harley. I don't remeber how long ago it was, but it made me love a good piece of machinery between my legs."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #348 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 1, 2002. The voting deadline for this month's crop of cuties is August 31, 2002. We'll announce the winner in the January 2003 issue.

Here she is, your May 2002 monthly Fox Hunt winner, Nathalie (aka: Delilah), Number 502, from Cincinnati, Ohio. See a lot more of her next issue.

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FOX HUNT
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Model's Name ____________
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Date of Birth ________ I am ________ years of age
I will pose fully nude ________
Model's Signature ____________

Photographer's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ____________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

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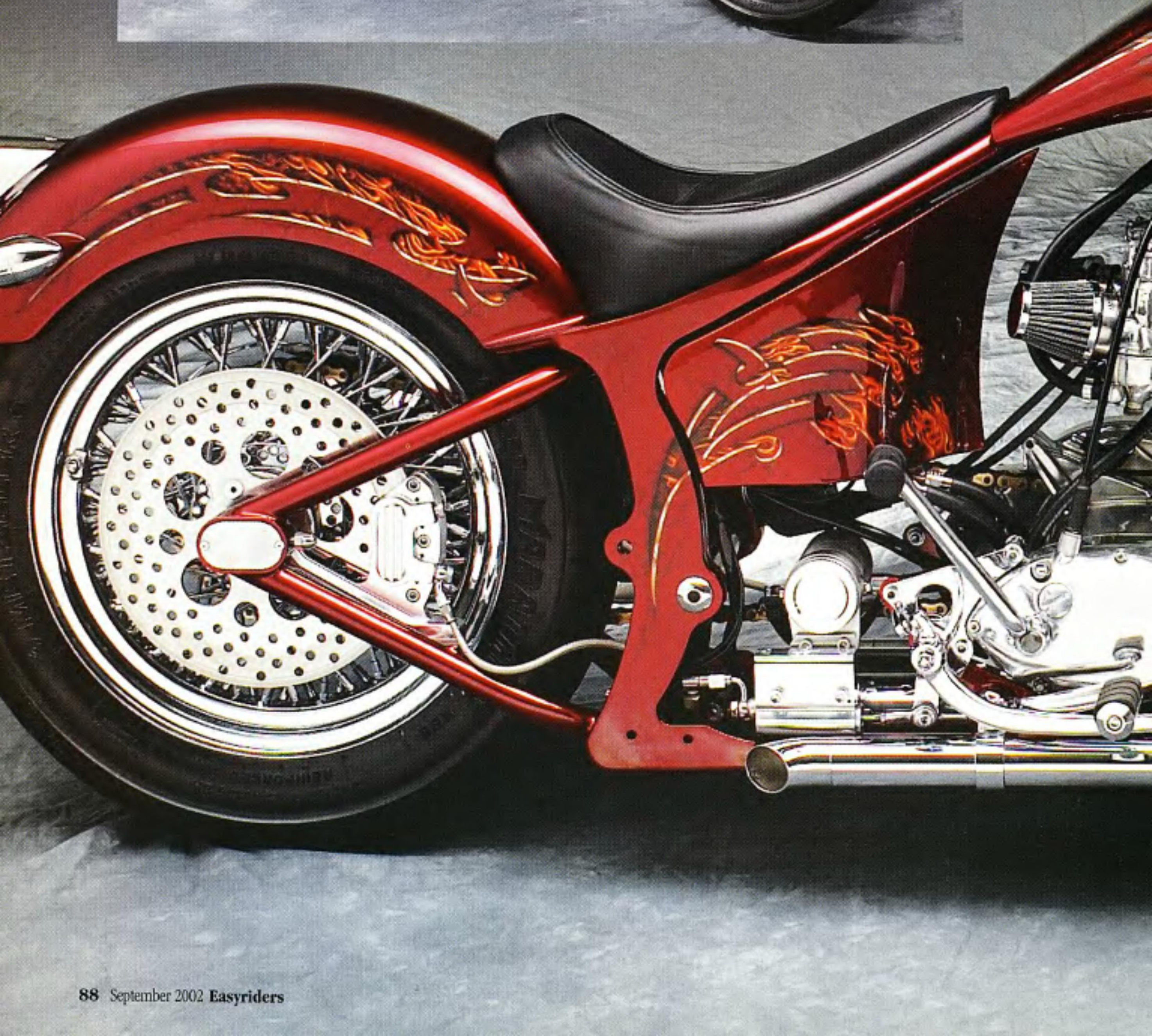


A Triumph in *Easyriders*? Absolutely! Dig back through your early issues of this rag and you'll find plenty of them. In the '60s and '70s Triumph chops were a big part of the scene, and in fact have always been part of the American biker movie. There was a formula for those Triumph customs, too. They were either stripped-down bob jobs, or the remake included a weld-on hardtail frame and generally a stretched and extended front end. Well, here's one of those Triumphs again, only this one takes that old Brit-bike custom formula and turns it on its head. Big time.

Bet You've Never Seen A Triumph Custom Like This!

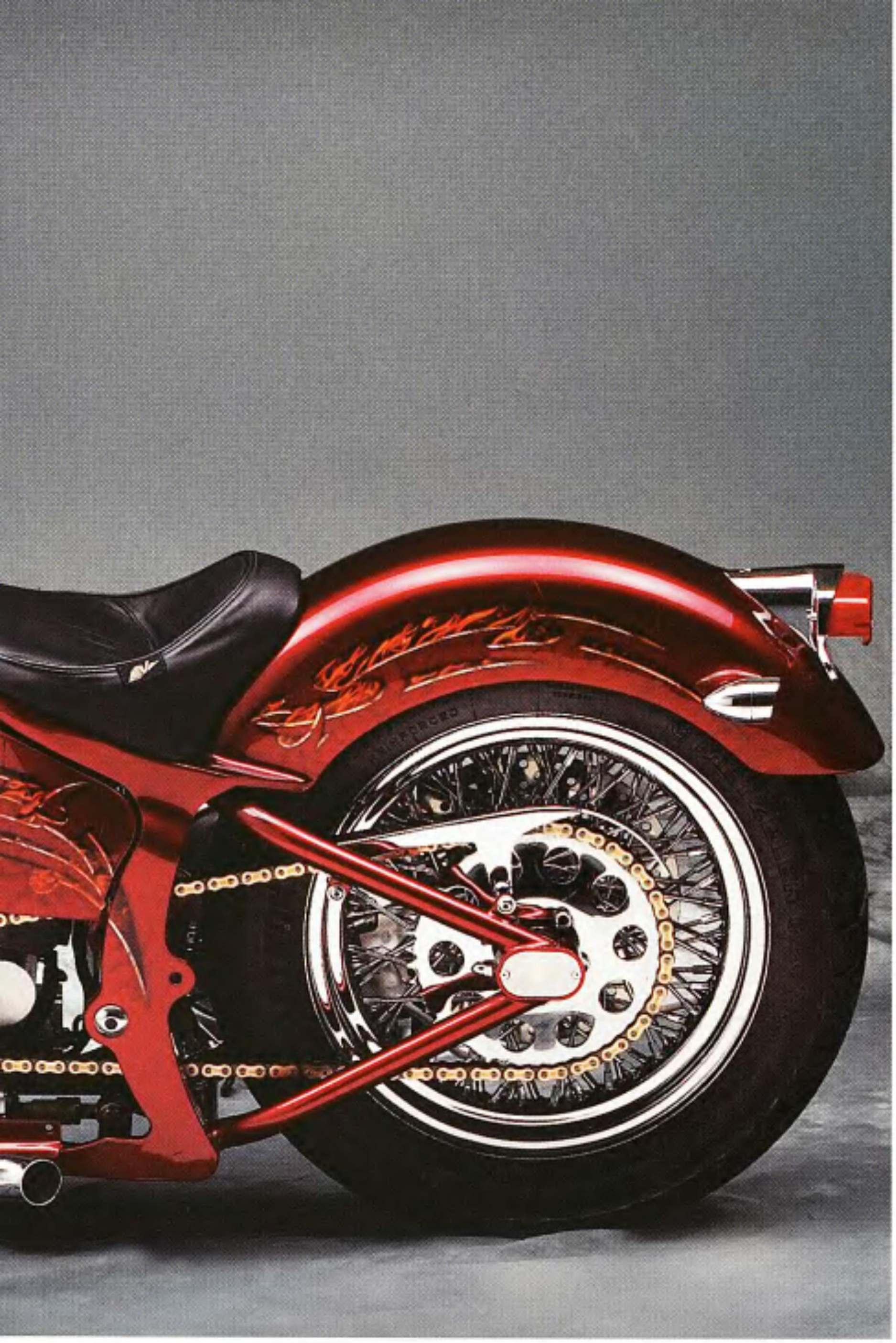
BREAKING THE FORMULA

Ever seen a softail-style Triumph? Before this bike came along no one did. "But for the past five years I've had the idea to do exactly this, build a softail-style Triumph," Leo Guilbeault begins. The only problem was that he couldn't find anyone willing to help. "No one, and I mean no one, wanted anything to do with the project." All the custom Harley builders Leo approached couldn't be bothered, and the Triumph specialists couldn't understand why he would want to build something like this in the first place. In a phone call with master bike builder Mitch Bergeron, Leo found his man. While ordering up one of Mitch's custom handlebars, Leo got to talking about his Triumph plans and Mitch signed up on the spot.

"Bring it on down," he said. "I love a challenge." And this bike would be a challenge. A great big one. Leo showed up at the door carrying a freshly rebuilt 1976 Bonneville engine, a couple pencil sketches, and not much else. The bike would be a one-off, top to bottom.

The custom work started with the frame. "Other than a few of those old weld-on hardtail kits and a couple race-bike frames," Mitch notes, "there's nothing out there for Triumphs." Clearly, that wasn't the course being taken here. But working on his softail jig, and juggling the dimensions to accommodate the Triumph engine, Mitch whipped up a new frame from scratch, probably the first softail-style Triumph ever built. "It's funny, though," he says now. "Even though there's obviously a limited demand here, since Leo started riding and showing this bike, someone else has copied the frame and is producing it. Go figure!"

Now, there's not much that's really Triumph here. The Brit-bike parts list begins and ends with the engine and the Lucas taillight. Everything else is pretty familiar Harley custom fare, sometimes catalog parts, sometimes hand crafted Mitch Bergeron MB Customs. "And Leo basically gave me the green light once we got going," Mitch says. From its modified Jesse James fenders to the 80-spoke Hallcraft wheels the completed bike



turned out to be just a touch shorter than a standard, H-D motored softail-style bike, but that's all. "The neck area is moved back some," Mitch says, "but everything else is where it would be if a Harley engine was mounted instead of that Triumph." By the way, Mitch says mounting the vintage Triumph powerplant was as close to a mechanical no-brainer as a job can get. With no fuss at all it went right into place.

Low and light, Leo says the bike is an absolute blast to ride, and it's just about a guaranteed first-place winner at the custom Triumph shows. "Some guys have told me that I should have put forward controls on, though," but Leo says he's glad he didn't listen to that bit of advice. "Uh, uh, the pegs are right where they belong," he says. "They're right where I'm used to them being." He should be familiar with the location; Leo has a couple of other '70s-era Triumphs and a pre-unit '61 Bonneville he's restoring.

Mitch Bergeron built this bike while still at his old shop, Mike's Bike Works, in Montreal, Canada. He's since opened a shop in sunnier climes, specifically the Palm Springs, California, area. The phone there, for anyone wanting to talk to a master builder not afraid to take on a big challenge, is 760-772-6690. Who knows, he might have started something here. It wouldn't be the first time.

—Joe Kress

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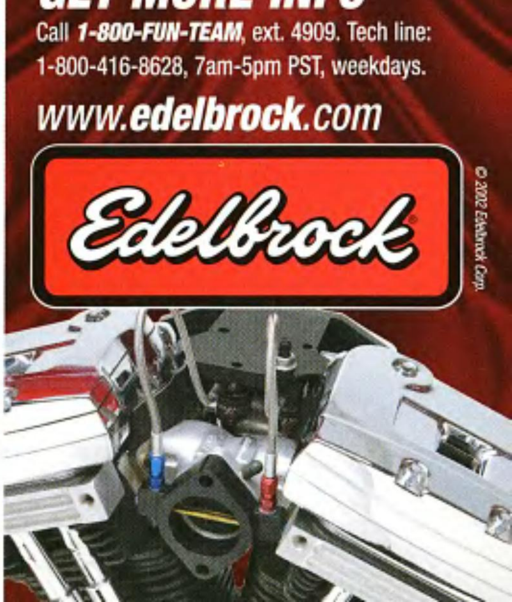
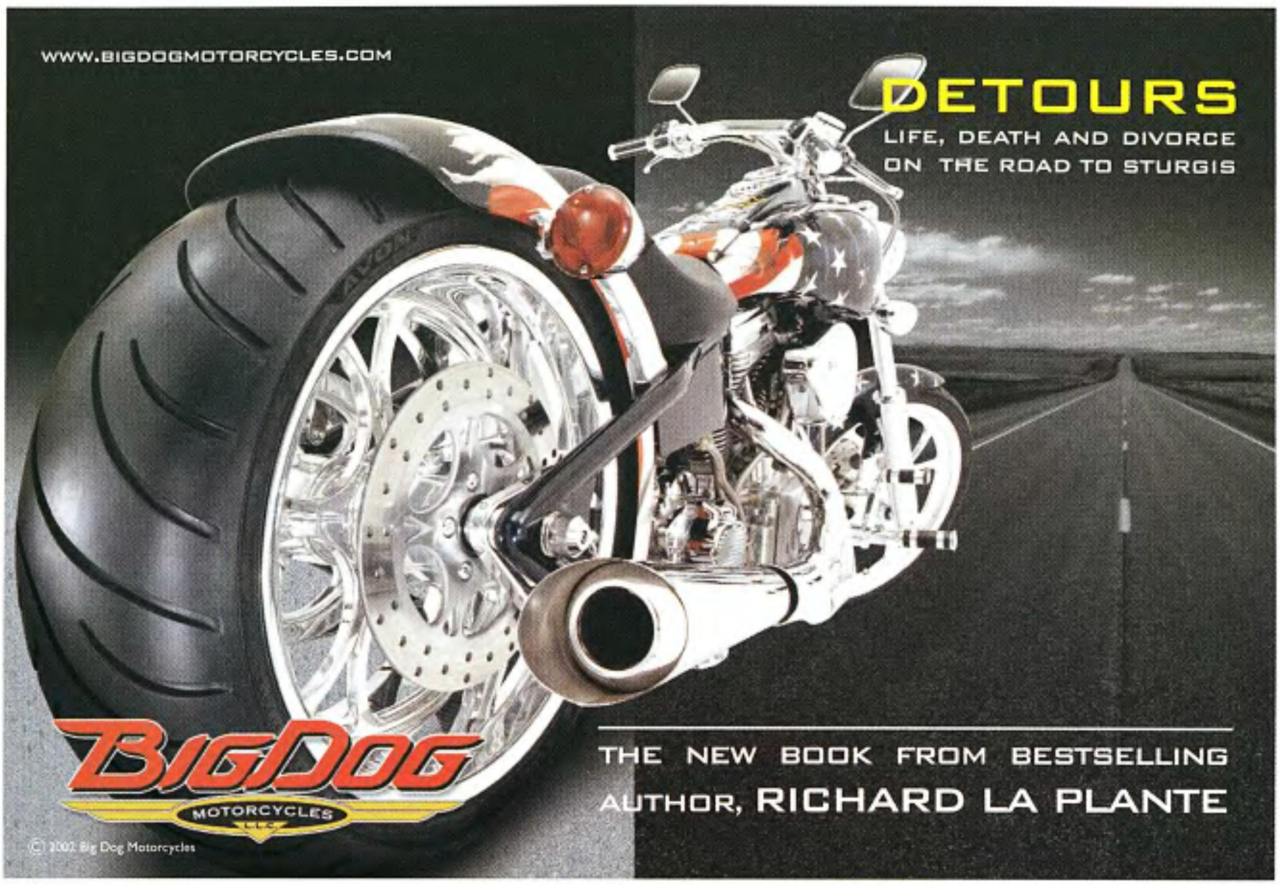


Owner: ....Leo Guilbeault
City: ....Auburn, New Hampshire
General
Fabrication:................MB Customs
Year/make: ....2001 Special Construction
Model: ....Triumph custom
Assembly: ....MB Customs
Time:...............................6 months
Chroming: ....GG Buffing
Engine
Year: ....1976 Bonneville
Rebuilder: ....Leo Guilbeault
Displacement: 750cc
Cams: ..Triumph T140R Bonneville
Carbs: ....twin Amal
Pipes: Triumph head pipes, baffled
Transmission
Year/make: ....1976 Triumph
Painting
Molding: ....Yves Show Paint
Painter: ....Yves Show Paint
Color: ....burgundy red
Type: ....House of Kolor
Special paint:....airbrushing by Fito
Frame
Year/make:........2001 MB Customs
Type: ....softail-style
Rake: ....32 degrees
Shocks: ....Progressive Suspension
Accessories
Handlebar: ....MB Customs
Risers:........................MB Customs
Handlebar controls: ....JayBrake
Fenders: ....Jesse James, modified
Headlight: ....Ness
Taillight: ....Lucas
Speedo: ....MB Custom
Pegs: ....Jay Brake
Foot controls: ....Triumph
Gas tank: ....MB Customs
Oil tank: ....MB Customs
Seat: ....Stephane Gean
Mirrors:...................................Ness
Grips: ....JayBrake
Front end
Type: ....inverted
Builder:............Monster Machining, Arlen Ness
Wheels
Make: ....Hallcraft 80-spoke
Size: ....19 x 2.25; 16 x 3
Tires: ....Metzeler
Brakes:.....................................GMA
Photos: provided by MB Customs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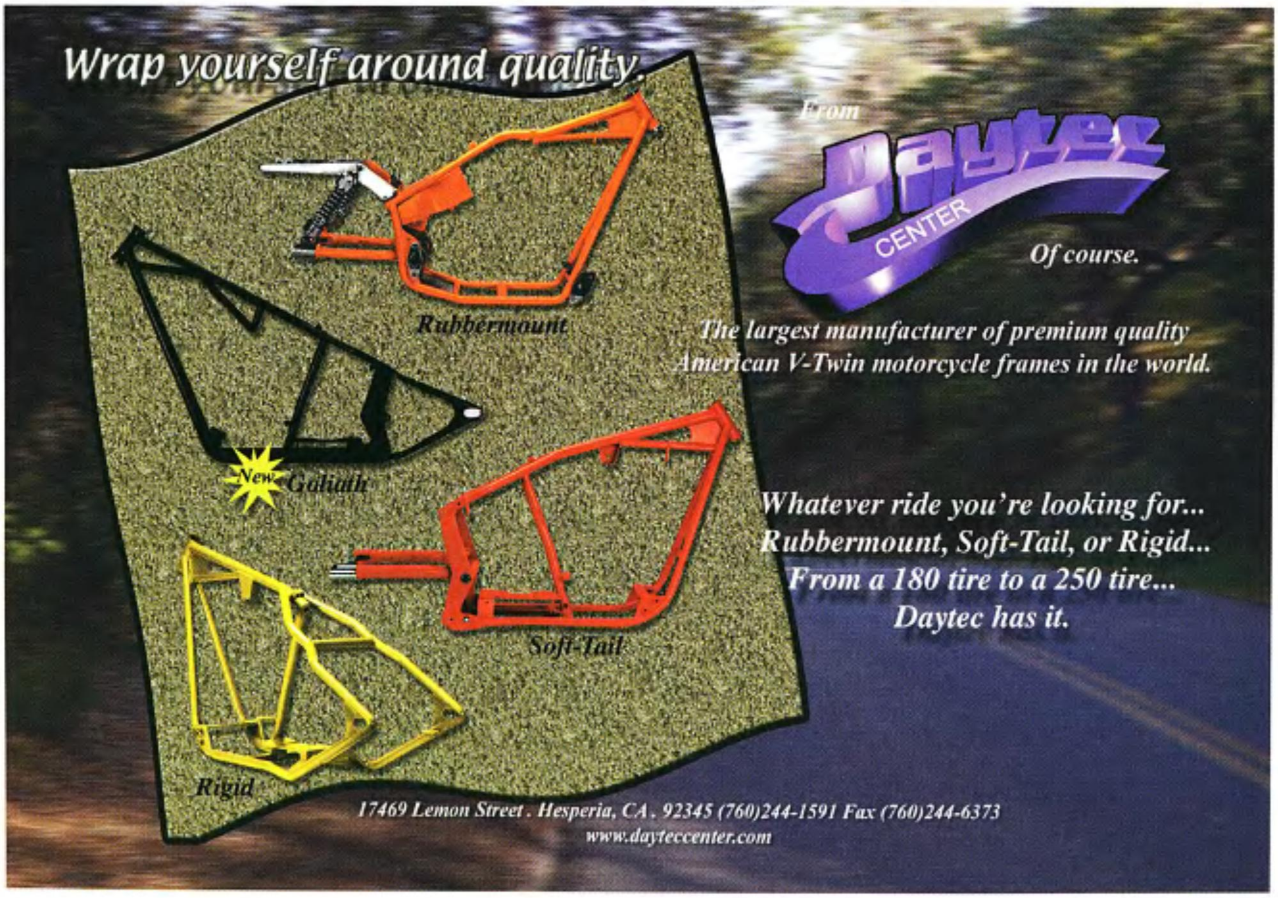
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A KILLER KUSTOM FROM BIG BEAR CHOPPERS

DON'T FEAR THE REAPER

You've all seen the slew of various custom bike kits available on the market from a wide variety of aftermarket companies. It seems that everybody is building a nasty little rigid or softail-style chopper in their garage these days. Kevin Alsop of Big Bear Choppers knew that the time was right to create a true custom chopper kit for the average guy. He wanted to design a bike that is both sleek and badass. With his new Reaper Bike Kit he's succeeded in spades.

We wanted to whet your appetite with an exclusive teaser of this awesome death dealer. As you can see this daring devil includes a wild Big Bear Choppers custom frame, tanks and fenders, billet front end, Reaper pipes, a mighty RevTech 100-cubic-inch motor and RevTech 6-speed transmission. The spider web cut outs on the frame neck, and swingarm screams CUSTOM! But this is a one-off wonder that you can afford. It's all part of Kevin's "a chopper in every garage" credo.

"Big Bear Choppers is very proud to be working with Custom Chrome to provide these exceptional chopper kits," Kevin told us. "Steve Veltri at CCI offered us everything we needed to make this kit a reality and to bring it to bike builders at an affordable price."

We'll show off a finished Reaper in a future bike feature, but this macabre moto-masterpiece is available right now through Big Bear Choppers in several unique configurations. You can get the frame, swingarm, tanks, seat, oil bag, and fenders for just $5,300, or an entire rolling chassis for $3,200 more, or Kevin will build the bike for you, complete and out the door for $23,000. You can also buy the complete bike kit that includes a how-to video for just $16,995 to build your own bike if you wish.

Did we mention that Big Bear Choppers also has its motorcycle manufacturer's license? That means you won't have any trouble getting your righteous Reaper licensed and on the road. Check out their kewl Web site (www.bigbearchoppers.com) or call Kevin direct at 909-878-4340 for more info. *—Phantom Dave*

Sources:

Big Bear Choppers
www.bigbearchoppers.com
909-878-4340

Custom Chrome
www.customchrome.com
800-729-3332

The Reaper includes:

40-degree rake, 6-inch stretch in the down tubes
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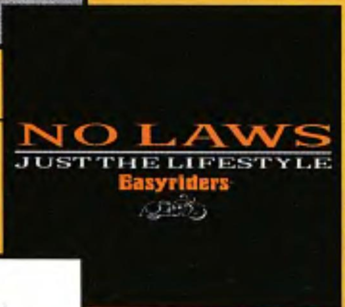

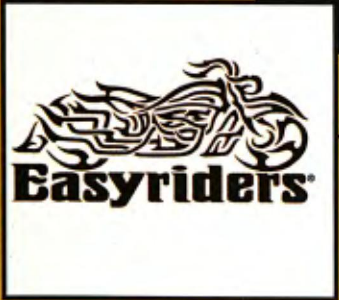

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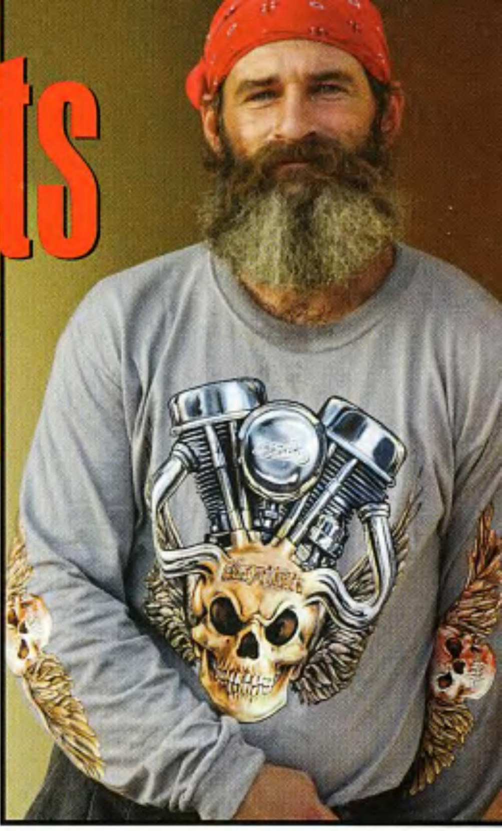

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THE LATEST FROM SWIFT MOTORCYCLE COMPANY

Behold The Bar Chopper

If you could transform a stock motorcycle into something resembling the new Swift Motorcycle Company RF-series (Rigid Frame) Bar Chopper on these pages, you'd have to mortgage the farm and probably rent out your balls as a carnival ride. We spent some quality time with Mike Page, marketing director at Swift, to discover more about this phat ride.

The all new Bar Chopper by Swift Motorcycle Company is very rideable, affordable, even comfortable—words you don't normally use to describe a custom bike, especially one that is this far gone, so to speak. Complete with a super dependable, 113-inch S&S motor, a Baker transmission, and a 38-degree raked frame with 4-inches of stretch, it may be the best handling hardtail ever to eat the asphalt.

We wanted to know what's up with the steroid-chewin' back tire and massive 2-inch tubing frame. Mike said that it's all the better to do wheelies with and it's a reminder that here in the USA, size does matter. Your Swift dealer can offer you a choice of either a 240 Metzeler, or a 250 Avon rear tire. If you really want a rigid, but can't force yourself to actually ride one, Swift definitely has the answer. The Bar Chopper is available in the SF (softail-style suspension frame) series, which has a Baker 6-speed as standard issue.

Regardless of your choice, by the end of the first mile in the Corbin saddle of your Swift Motorcycle, you'll be convinced that very few others look this cool and handle this sweet. You can also choose from a color-matching paint program, or a blackout treatment, as well as upgrading any RF series 5-speed tranny to a 6-speed.

In the beginning, Swift was building around 10 bikes per month. Today those figures average about 25 per month, which is the way they like it. One person builds one bike at a time, to give the utmost attention to detail, fit, and function. With four models to choose from, and more coming, Swift Motorcycle Company is a specialty manufacturer intent on creating great-handling, powerful machines that look like works of art.

By the time you read this, Swift Motorcycle Company of Phoenix will have moved into their new 100,000-square-foot facility which houses manufacturing, marketing, and dealer support. Production Manager Arrah-Wonah Nestor is contributing to Swift's ability to set new industry standards for reliability due in part to their world-class research and development department.

There are currently over a dozen Swift Dealers scattered across the country and all Swift bikes come with EPA, DOT, and CARB approvals as well as a three-year unlimited mileage warranty. For more info call Mike Page at 909-660-9067, or visit www.swiftmotorcycle.com. If ya wanna feed the speed freak within, get Swift.

And speakin' of Swift, ain't our tangy lil' Fox Hunt Winner Christina, pictured here with the bike, just about the swiftest pile of bouncy goods you ever did see? Oh hell yes!

—Cheesey Rider

Owner:	Swift Motorcycle Company
City:	Phoenix, Arizona

General

Fabrication:	Swift Motorcycle Company
Year/make:	2002 Swift
Model:	Bar Chopper
Assembly:	Swift Motorcycle Company
Time:	5 weeks
Chroming:	Swift Motorcycle Company

Engine

Year:	2002 S&S Super Sidewinder
Rebuilder:	Swift Motorcycle Company
Displacement:	113 cubic inches
Cam:	S&S
Carb:	S&S Super G
Pipes:	Bub Enterprises

Transmission

Year/make:	2002 Baker

Painting

Molding:	Spray Kats
Painter:	Spray Kats
Color:	orange candy pearl
Special paint:	Spray Kats

Frame

Year/make:	2002 Swift
Type:	2-inch rigid
Rake:	38 degrees
Stretch:	3 1/2 inches
Shocks:	available on SF Series

Accessories

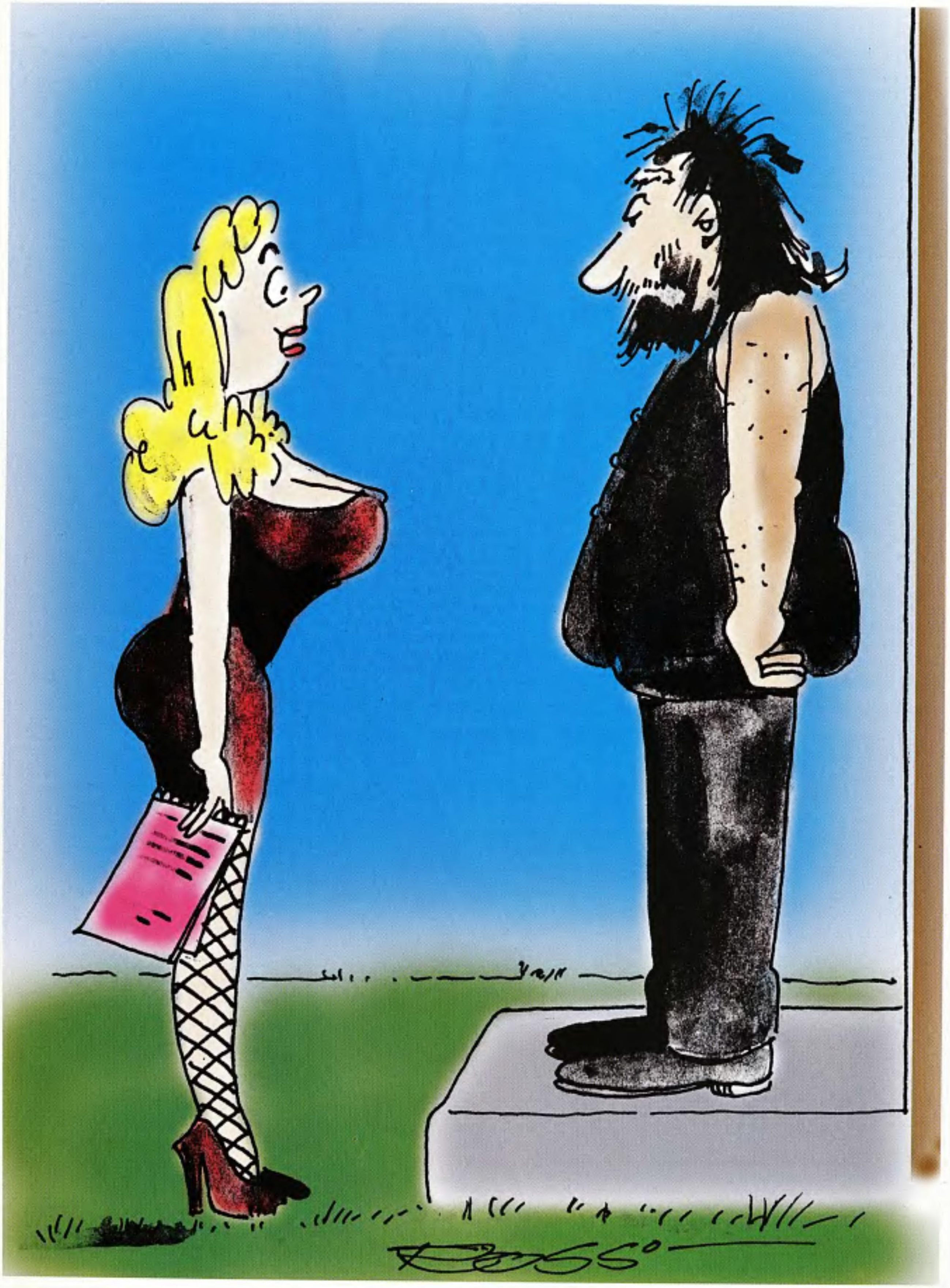
Handlebars:	Swift Motorcycle Company
Risers:	Swift Motorcycle Company
Handlebar controls:	MID-USA
Fenders:	Swift Motorcycle Company
Headlight:	Swift Motorcycle Company
Taillight:	Swift Motorcycle Company
Speedo:	Nova-MMB
Pegs:	Accutronix
Foot controls:	Accutronix
Gas tank:	Swift Motorcycle Company
Oil tank:	Swift Motorcycle Company
Seat:	Exclusively for Swift by Corbin
Mirrors:	MID-USA
Grips:	MID-USA

Front end

Type:	41mm glide
Builder:	Swift Motorcycle Company

Wheels

Make:	Swift Motorcycle Company
Size:	21-inch front/ 18-inch rear
Tires:	Avon or Metzeler
Brakes:	GMA
Photos:	Paul Martinez



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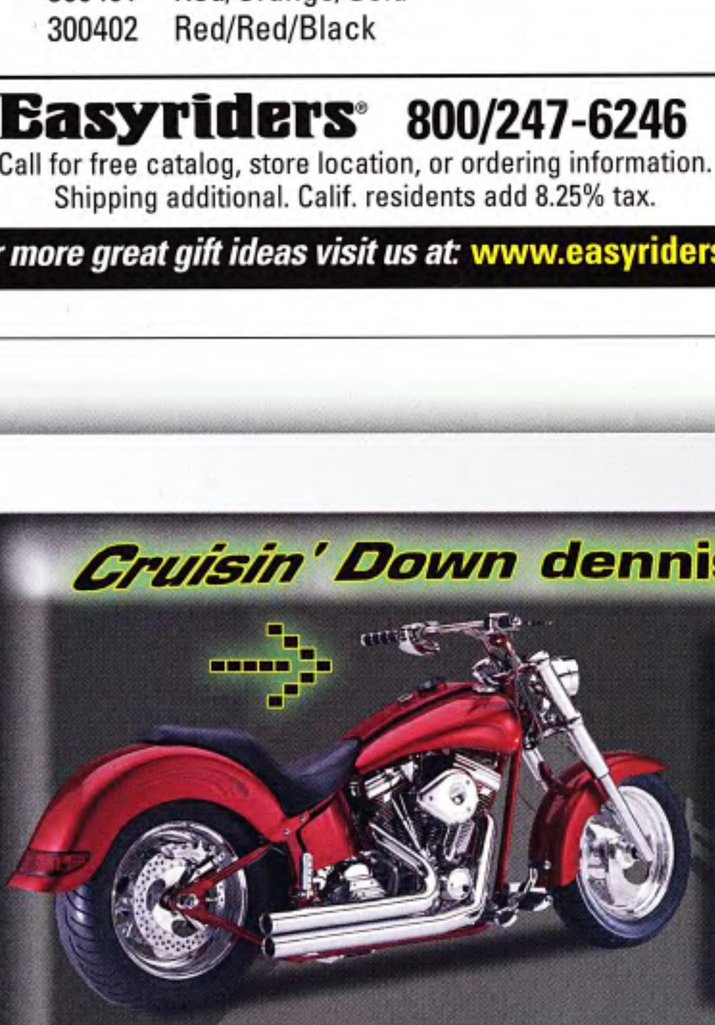

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EVO RED'S WILD RIDE

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Everyone that rides has a reason to ride. Who knows why other bike riders ride? Could be most of us ride to make life "easy" or at least "easier to take" by escaping in the wind. Riding is an expression of freedom. For me, the longer the ride the better, mix in some friendship and I don't need much else. Awhile back, I took a once-in-a-lifetime putt by flying my bike to Europe. It was my fire department retirement ride, a self "at-a-boy" for spending 30 years on the job. It was also a long overdue visit to the European members of Wind & Fire MC—firefighters who ride Harleys.

The Motor Company's Fly & Ride idea never appealed to me. After 300,000-plus miles of riding through everything imaginable, my bike and I are at the "cowboy and his horse" level. It didn't seem right to leave Evo Red (my 1986 Softail) at home and go ride someone else's steed.

My scooter's flight roundtrip to Europe was $2,900, expensive but cheap compared to renting a Harley for six weeks at $5,000. Worse than the $2,900 was the shock of having no theft insurance due to my bike's age. That age quirk gets weirder after a bike becomes 20 years old or older (some air-carriers refuse to even ship the things!).

Following my friend Dave's advice I flew Lufthansa to Frankfurt—wife, bike, and *mói* on the same plane. At the cargo depot things started off shaky when a stern German customs guy didn't speak much English; luckily, a tall and attractive customs gal did. She smiled and cut our six-hour cargo wait to three as Evo Red, strapped to a pallet, wrapped in plastic, was forklifted into the receiving area. Meanwhile, outside it looked like a monsoon. By the time I had the bike ready, the weather had backed-down to a drizzle. With everything set, we rode off to find a gas station; bikes must fly with less than half a tank. The first "petrol" station was card-only. Close by, in clear view, was a BP station. I could see it, but I couldn't get off the maze of roads. Signs in German weren't much help. I putted round and round, clueless, then gave a side road a shot. The road dropped into an underground parking garage where I was slapped with a charge to exit. Sniveling with the toll guy got me a free pass, a wave to skirt the parking gate, and the key to the BP's hidden passage. As I rode by, the toll guy just smirked and shook his head. That first fill-up was $21…budget gas compared to the $26 I paid later in the Netherlands.

It was getting late; I had the bike; I had the gas; it was raining; I definitely couldn't read German road signs; I was in a huge foreign city; and I needed to make about four autobahn route switches to stay on track to France. Off we went. About an hour later we exited the autobahn for the two-lane and immediately got lost. Riding the two-lane was great though, nice road, small quaint towns, not much traffic, and the real feeling of an adventure. That night we stayed in the small town of Wörrstadt at the Hotel Wasseruhr: a gray-blue boxy building, not too pricey, with a friendly owner, and wonderful food.

The cautions of riding the German autobahn were exaggerated. Riding the autobahn was simple: Fast in the fast lane, slow in the slow lane, and never change into the fast lane without first looking over your shoulder. Driving was orderly, most everyone signaled and no one

passed on the right. Again it was raining. It rained nine of the first 11 days and then leveled off to an even 70% of the time.

From Germany our destination was Mantes la Jolie, France, a small city about 30 miles west of Paris and the site of the 6th Firefighters' World Games. Getting to the Games' Village meant passing through Paris. Paris has a sort of underground freeway that circles the city. While I was on this beltway searching for my exit, A3, the road was jammed with traffic. I passed a small A3 sign about the same time my bike's tank went on reserve. No problem, I figured the next A3 sign would be just up ahead. It never showed; that one little sign was it. Not wanting to add out-of-gas to wrong-direction, I took the next ramp onto the city streets of Paris. I didn't see a gas station, so I cornered the first Parisian in sight for directions. He explained that there were no stations in the area and that the closest gas was way across town. Right off, I figured something got lost in the English/French translation. So, I got a second opinion from a charming woman who happened by, walking her dog. She pointed the way to a gas station less than a block away, which I'd just passed…figures.

I did some lane splitting on the clogged freeways of Paris; what an eye opener that was. Back in Los Angeles I split lanes at a safe speed…okay, whatever. Even with the relatively wide lanes, most L.A. lane-splitters use a gradual ease-on-ahead-of-the-flow technique. In Paris, the lanes are way narrow, crammed with cars, and require a thread-the-needle approach. Nevertheless, French bikers don't slowly fade into the distance. At any speed these guys squeeze, weave and whiz through the narrowest of slits between cars and trucks, and are instantly out of sight and long gone…amazing.

France adds a cool drag strip twist to some traffic lights. Waiting traffic gets a Christmas tree start when a yellow light shows before the green. Most people jump the green. Some intersections also provide mini-signal lights, pole mounted at shoulder level.

From France we rode on to Etoy, Switzerland, a small town on the edge of Lake Leman. After unpacking, I putted over to a nearby medieval village. The place was everything you might expect from a time of knights and serfs. Wall-to-wall stone buildings lined narrow, twisting, tilting, cobblestone pathways, so narrow that I needed a three-point to make a U-turn. The experience mimicked time-travel Harley style. Some peasants or knights might have been at the very spot where I sat on my bike…out for a pint on their own day-ending beer run. As the sun dipped lower, the afternoon shadows dimmed the scene further into its dark-aged murk.

Riding through the Alps in July was picturesque, challenging, hairpin curved, and highlighted with snowfields, clouds and rain. It took a full day to ride curvy Highway 19 over Furka Pass between Brig and Chur. From time to time the road's edge dropped off into a few-thousand-foot abyss. Our rainy putt was cursed by a tour bus descending through the mountain clouds. In mid-hairpin turn this massive front end came arching toward us eating up what was left of our 5-foot width of roadway. We leaned right, skimmed the inside rock face, and just slipped past its eye-level chrome bumper.

In Northern Italy our ride through the Alps on Highway 51 was breathtaking. We finished the day just south of the mountains in Conegliano, a fairly large town. From there we rode south to Venice, where finding a close-in place to park is impossible. Even the tourists on

SUCK

Au Bistrot
SERVICE TOUTE LA JOURNEE
Petite et Grande Faim
Bar à Vin

Fort Augustus

the busses have to walk six blocks to get to the entry bridge. There is one motorcycle lot next to the bridge but bring along your can opener...read "packed like sardines." For a time, I watched this guy trying to break his bike free from the herd—picking up scooters, shoving bikes sideways, dragging bikes forward... really bizarre.

Slovenia was a great ride. The seaside city of Portoroz carried a cool atmosphere of sunny beaches, casinos, music, and riding without helmets. Motoklub in Ljubljana was the first Harley dealership that I visited. The shop sold a couple of other lines to help pay the rent—Ferrari and Maseratti sports cars. The Motoklub owners told us of their visits to H-D events in the USA and their plans to attend the 100th Anniversary Celebration in 2003. They laid out a great route for us to Austria via the scenic mountain lake town of Bled. When it came time to leave, my carb was acting up. The next thing I knew I had a T-handled combo/screwdriver in my hand, a gift from the shop. Nice people.

On route to Salzburg, Austria, we took the Tauern Autobahn through the Alps. That road, flanked with mountain villages and almost touching an ancient castle, has to be the most scenic freeway anywhere.

One of the nice things about Europe, in spite of the average $4 per gallon of gas, is that the stations are pump first, but lookout for the gumball topped pumps. I was at one of these, trying to be a good guy biker by getting out of the way and pulling my Harley over to the curb, when all hell broke loose. A siren started blaring and this red strobe light, atop the pump, began wildly spinning. Whatever happened to subtle? The overkill was okay by me though...I hate pay first. I also liked the fact that some stations sold oil in biker friendly half-liter containers.

Being a thoughtful guy, in Hamburg, Germany, I embarked on a T-shirt quest for my riding bro, Long George. It took me at least an hour of searching the city to locate the Harley shop. Three blocks out, I asked the German police for help...they had to check a map! The dealership, dating back to 1910, was closed on a Saturday afternoon no less. Luckily some H.O.G. members were out front forming-up for a ride. In their midst were the shop owners, who gave-in to my whining and allowed me to buy a shirt. I even got a deal—it wasn't worth the owner's effort to try to explain the exchange rate. George now has a shirt from that famous Hamburg dealership named Georg Suck.

On course to Sweden, we merged in with one of the several groups of Harley riders cruising the E-20 through Denmark. After 20 or 30 minutes and the start of a light rain, the riders pulled over to don raingear. To us wet was the norm, so we rode on in our leathers. At the edge of Denmark, 16 bucks bought us passage over the Oresundsbron Bridge. Recently completed it links Copenhagen with Malmö, Sweden. We crossed the bridge in a cloudy haze that obscured much of the view. There is a popular don't-drink-and-drive bridge tale about a guy who was stopped on the bridge for a DUI, Denmark side, and released with a 0.045 blood alcohol level—the Danish limit is 0.05. Traveling eastbound that same guy got busted on the Swedish side—their limit is 0.02.

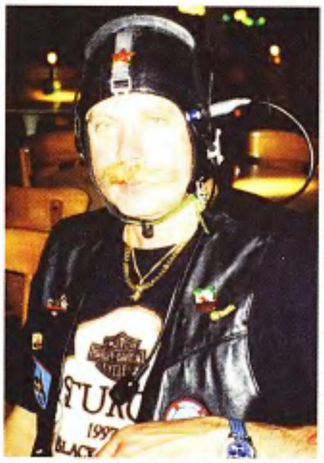
Our stay in Malmö was at a 100-year-old fire station, a huge three-story brick fire complex with guestrooms. We had dinner with the W&F Malmö Chapter. Joining us was Lasse who had made a wet 230-mile putt there from Finspang on his rigid shovel. In the morning we rode back with him. I was running OEM stock mufflers while in Europe, to avoid the noise-police and mellow that constant roar as I powered through the Alps. Lasse, on the other hand, was running biker stock–straight pipes. Yep, we got pulled over by a highway motor officer, clad in cop green leather. Lasse without hesitation spewed out a smiling, fast-talking tale about how his scoot was under construction. The spin worked, but next came the tubes for the breath test—remember it's 0.02. We both passed.

In Sweden some two-lane highways offer the peculiar passing ritual of two wide lanes...really wide lanes. "Just make the lanes bigger," must have been some traffic guru's answer to rush hour. Not being attuned to the wide lane passing routine, I dropped into my usual mode of "When in Sweden do as the Swede's do." It seemed that if a vehicle from opposing traffic was coming at you on your side of the centerline, you just hugged the shoulder and let it pass. Similarly hugging the shoulder was what you did when a faster vehicle came speeding up from behind you and wanted to pass you on your side of the road.

After four weeks, my wife flew back to the USA and my daughter arrived to take her place. The first firefighters she met were the Belgians...who definitely know how to have fun. Setting the pace in Antwerp is Bad Boy Berry. First thing in the morning eating his take-your-breath-away homemade cherry preserve, 70% jam and 30% rum, could score you a DUI. Berry's riding style is down-the-road on a black Harley Bad Boy, cheeks covered by a trailing blond mustache, head covered by a Russian tank helmet splattered with Harley emblems and capped with a mini-blue light. In Berry's apartment the ceiling lighting is another self-expression, his own modern art design of Harley parts and electric wiring. This vibrant combo is sedate compared to Berry's bunker, his bike's hideout/theft-chamber. After having one Harley ripped off, Berry and a few Brandweer Antwerpen bros turned his underground parking space into a cement block, iron door fortress, protected by motion detectors, monofilament sets, and more. A visit to the Bunker is a sensory overload: Stepping over the threshold triggers flashing strobe lights, the sound of a big-twin motor is heard echoing off the walls, then "Born To Be Wild" rocks in. From each wall a classic biker scene fades in and out, and before you is the flickering image of Berry's immaculate Bad-Boy primed on its Oriental rug.

When we finally departed Antwerp, four firefighters accompanied us to the English Channel Tunnel. Though ferries are docked not far from the Motor Loft, we chose the faster "Chunnel" with its no-reservations-needed and trains leaving every 20 minutes. The trip through "the tube" was quick but drab: Ride into a train car, stand next to the bike, pass the time looking at posters, darkened windows, and a video screen of flashing dots proclaiming, "remain in your vehicle." It took all of 20 minutes to go from France to England at a cost of $121 for two people and the Harley.

On the road in England I noticed that the U.K. bikers crank up the adrenaline when they see backed-up traffic on the two-lane...they split lanes. In other



Photos: Evo Red

words, they ride down the centerline, pass cars going with them, miss the ones coming towards them, and pucker up when lorrys (U.K. for trucks) appear from around blind curves heading straight for them with bumpers hanging over the centerline. Yeah, I dropped in and followed right along.

We took the ferry to the Isle of Wight and had a great time there. At the ferry, my years-ago record of seeing a bike pulling a small boat got scrapped when a Honda bagger rode down the ramp with a mini-house trailer in tow. The trailer was huge, as big as a Winnebago camper. Its size completely hid both bike and riders.

We took the SeaCat (catamaran ferry) to Rosslaire, Ireland, where we lucked into a B&B during the crowded Bank Day Holiday. The next day we were in Dublin by lunchtime looking for Johnny Fox's Pub. With a little help from an Irish cop we found the central fire station where the lads definitely knew the location of Fox's Pub, a 1798 landmark and the highest pub in Ireland. The directions to Fox's went through downtown and up a small winding road into the hills. The Dublin firefighters knew that it would take me all day to find my way, so one of the chiefs got into his sedan and led us through city traffic to the base of the pub road.

Johnny Fox's Pub could well serve as the Holy Grail of biker hangouts. Of the scores of people there, only a few had arrived on bikes but the place was ideal. It had atmosphere, history, great food and drink, weekend live music, and a great biking road that twisted up into the foothills to get there. From the packed tables outside to the pub's innards, everyone seemed to be enjoying life.

In Scotland we rode along Loch Ness amid the trees, flowing with the road as it climbed, fell, and curved side-to-side through the hilly terrain along the water. No sight of Nessy, but the monster's presence was in our mind. We were riding through a land where people still had an imagination and a belief in something quixotic—life is a waste if you take it too seriously.

Our late arrival in Dingwall at Murdo's, a club member's house, seemed to go unnoticed as he opened the door with a grin and immediately handed us each a scotch. Scotch whiskey in Scotland carries its own tradition and protocol. The whiskey drinking ritual involves pouring a little scotch into a whiskey glass, adding a bit of water to bring out the flavors (over 100 distinct tasting whiskeys are produced), covering the glass with the hand, swirling the mixture, sniffing the scents from the palm…and lastly tasting. Over the years I'd seen lots of American bikers attempt this same ritual—the beer version—as they'd lick spilled Bud from the palms of their fingerless gloves.

Being far to the north, it was still light outside as we piled into Murdo's car for an evening tour of Dingwall, the ancient capital of the Scottish Highlands. One place we stopped was Tulloch Castle, a possible Mecca for Harley riders. Tulloch Castle-Keep can be traced back to 1166. From 1762 it was home to the chiefs of the Clan Davidson…yes, those Davidsons. In 1996, Ken and Margaret MacAulay purchased the castle and converted it into Tulloch Castle Hotel. The hotel has a wonderful old-world charm and a pub stocked with 40 blends of scotch…where you can perfect the drinking ritual. Scottish heritage evenings are held in the Great Hall with a dinner feast, traditional dance, tales of the Davidsons and warring clans, and stories of the castle's authentic Green Lady ghost.

A few days before we left Europe, we joined the local H.O.G. Deutsche Touring Rally and stayed at The Residenzschloss, a grand hotel—actually a converted hospital—in Bamberg, Germany. The rally schedule was simple: four nights at the 4-star hotel, day-rides each morning to a different lunch stop, and a group dinner each evening at the hotel. After an intense rainy five weeks of find-the-way-through-a-foreign-land-and-stay-on-schedule, attending the rally in sunny Bamberg was like taking a vacation within a vacation. The day-rides were relaxing, the food was great, the hotel was excellent, the city was beautiful, and the H.O.G. riders were filled with fun and warmhearted camaraderie.

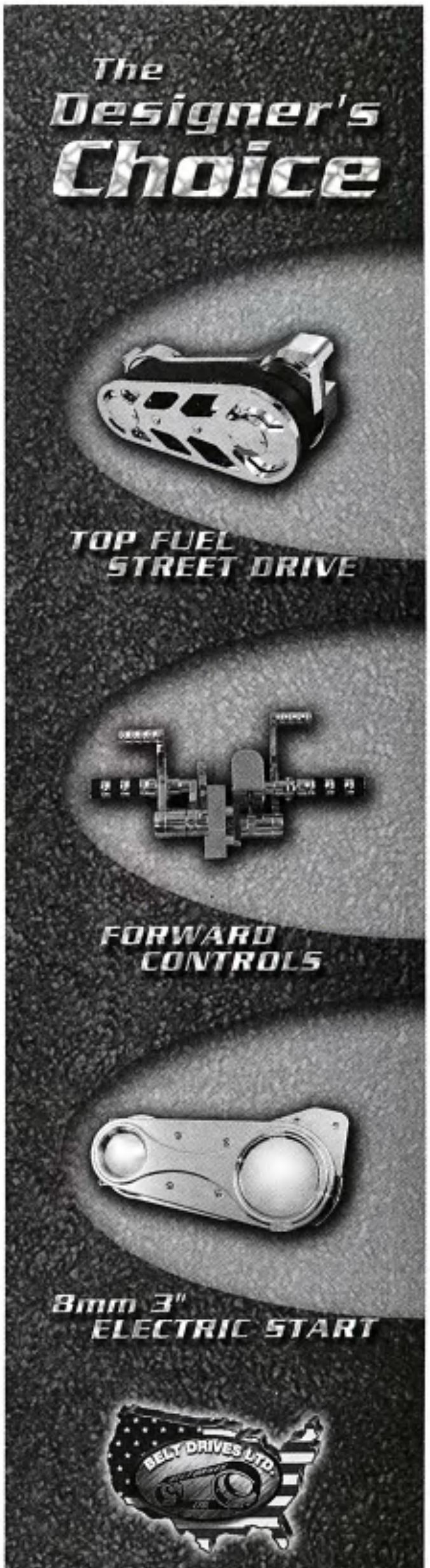
Finally back in the USA at LAX, it took about three hours to get the bike into my hands. I easily found an open gas station outside the airport. As I fueled up, I heard the Harley anthem being uttered my way from a homeboy across the pump filling his low-rider, "Nice bike."

"I just got back from riding Europe. Flew the bike on the plane."

"Ridin' over there? That's cool, man."

At nearly 1 a.m. I rolled up my driveway back home. Still to this day I mull over how the hell I made that 8,100-mile trip without any real problems or mishaps on my old mileage-worn Softail, riding in the rain, and not knowing the language. Maybe The Man up there really does ride a Harley.

—Evo Red



DAVID MANN

BEAUTY AND THE BEACH

The sky was gray above the famous Highway 1 as it twisted its way along the Northern California shoreline pushing ever closer to the Oregon state line. Dressed from head to toe in heavy leather riding gear, I was immune to the chill of the approaching evening as the faithful old Electra Glide made its way north.

In response to the heavy seasonal rains that are common to the area, the thick woods I was riding through crawled with lush foliage. It surrounded me in a prism of deep-green hues.

As the lonely little highway veered inland, loosing sight of the sea for a few miles, I began to wonder if I should make camp before the sun set or push into the night, as I wasn't ready for bed yet anyway.

Pretty soon the old bike topped a small rise. As I laid back on the throttle to descend the other side I could see that the highway worked its way westward again, now paralleling a large beachfront for 1/4 mile before twisting back into the woods again. But this was no ordinary beachfront as was evident by the multitude of cars, trucks, motor homes and hippie busses that lined the large turnout before it. Many a bonfire lit up the sands as small groups of people gathered to warm their chilly asses against the night.

"What the hell is this?" I thought, bringing the huge motorcycle to a stop on the pavement facing the water. Then, as I sat contemplating whether to stay or move on, a lone rider wearing a full-faced helmet pulled beside me on a brand new BMW motorcycle. As I turned to face him I noticed a sleeping bag strapped to the passenger seat. Then, as I watched, he unbuckled that big-ass helmet and, as he lifted the thing from his head, a magnificent mane of long blond hair fell around his shoulders. It was then that I realized he was not a he at all—but a young woman instead!

She was strikingly beautiful and, although this event took place many years before I began to carry a camera aboard my bike, for that moment I wished that I did. Next, she turned her blue eyes on me and, with a half smile, asked for my name. Satisfied with my answer, she introduced herself as Lisa, paving the way to some general small talk. After a few minutes of this idle chit chat, and, unable to contain myself any longer, I blurted out, "What the are you doing out here on that thing all by your lonesome?"

"That's what everyone asks me," she replied.

"Well, at least you're dressed for it, I mean the baggy cloths and all. I thought you were a dude. How old are you anyway?"

"Twenty-seven."

"Unbelievable; but you still haven't answered my original question."

"Well," she continued, "I'm a pilot; I fly cargo planes. Some time back I got this crazy idea to ride a motorcycle to each of the four corners of the country, so I bought this bike and took off. I ride for a week or so then put the motorcycle in storage and hop a plane to work. When I fly myself out of hours, I jump another plane back to the bike and continue. So far I've stayed in plenty of hotels but, as of yet, have been afraid to camp out. I see you've got a lot of equipment packed on that beast, are you staying here tonight?"

"Well, I was thinking about it."

"Can I stay with you?"

"Now let me get this straight Lisa.... You're afraid to camp alone so you ask me, a complete stranger dressed in head-to-toe leather and sitting atop a full dress hog, if you can spend the night with me for safety?!"

"Makes sense to me," she said.

I know the screwed up expression on my face stated loud and clear, to anyone who noticed, that I was thinking—women are fucking nuts! But, instead of voicing that fact I simply said, "I sure hope you have a good sense of intuition."

"I have none at all," she answered, "never have. I've always been a tomboy."

"Grab your gear Lisa; let's try an' get set up before dark." And so she followed as I carried my garb out onto the sand. In those days I packed a larger tent than I do now. Once the thing was fully erected, we threw our sleeping bags inside. "Come on," I gestured, "lets go see what's shakin' at the neighbors place."

Although we'd made camp quickly, the sun had already set beyond the distant sea and it was now completely dark. A thick fog clung to the beach and sought to smother our efforts as we traversed the damp sand between us and a neighbors' bonfire. There, before the leaping flames ahead, I could see and hear, a longhaired hippie-type gently tapping a large drum as the cat beside him strummed a guitar. The scene was mellow and some of the others sang to the music as we approached. All were very friendly and we were soon talking and laughing like old friends.

Two hours later we returned to our camp to occupy our separate sleeping bags. Once inside, Lisa—realizing the stupidity to which she now owed her present situation—scooted her pretty ass to the far wall, putting as much space between us as possible. As I witnessed this little act of paranoia I just had to laugh out loud. Next, I reminded her that she was perfectly safe, stating that; after all, had I not agreed to let her "sleep" in my home for the evening? After that I think she relaxed a little and we soon nodded off.

By morning's light I heard birds singing in the nearby trees as the sun's rays began to warm the tent. Obviously the sky had cleared.

In an effort to shake off the evening's slumber, Lisa stretched like the feline she was before smiling mischievously at me. I said, "Can't figure why you look like the cat that ate the canary, Lisa. After all, you ain't done nothin' but sleep."

"I finally camped out, didn't I?" she replied with a wink.

"Yeah well, I guess you did at that," I said and we both laughed a little. Next she handed me a bag of granola and I offered her some fruit. After breakfast we got up and leisurely started to pack. As I dropped the tent and began to roll the thing for the stuff bag, my thoughts became excited in anticipation of the beauty that the ride ahead would surely bring on this unseasonably warm day.

With the bikes finally packed, we faced each other for the last time and I thought I detected a hint of sadness in those sweet lips that, once again, formed a little smile on Lisa's beautiful face. Then, all at once, she lunged forward and squeezed me tight before backing away to mount her motorcycle. As we hit the starter buttons, the sounds emanating from the FLT's slash-cut pipes drowned those of the BMW.

I waved a little as we pulled away from the curb. Then, as our wheels touched the highway, Lisa turned to the south while I continued my journey north.

I never saw her again.

—Scooter Tramp Scotty

"Just like the TV show, today's event will have only one survivor."

You're Outta Here

A while back I wrote a piece called "You're A Nice Girl But..." in which I advised men what they could do when it has become obvious that they are on a date with a female who isn't worth their time or effort. I thought this would be the end of the topic, but recently it was brought to my attention by a female acquaintance that women can run into the same problem. Women may also want to escape a bad date, but often the man is so persistent that they won't back off until the mace finally comes into play. This woman asked me if there weren't methods that could be used to drive a man away, where he would not only want to go but do so at a run.

After giving it some consideration I'm glad to say that, yes, there are. Read on ladies and you'll find all kinds of escape hatches you can open when Mr. Perfect turns into Mr. Potato Head.

Tell him you plan to withhold sex until a year after you're married just to make sure that your husband is serious about your relationship.

Talk constantly. If he tries to interrupt say, "Excuse me, I believe I was speaking."

Explain that you're really looking forward to living full time as a woman once you get your little "procedure" taken care of.

Tell him you've been married seven times but for some reason your husbands keep croaking in their sleep.

Make it clear that you're very interested in sex but your psychiatrist won't permit it until you've gotten over your knife-wielding rage problem.

Talk constantly about how badly you want children.

Mention anything about your monthly cycle.

Order the most expensive thing on the menu, poke at it a bit, then tell him you're really not that hungry.

Talk about how sexy every other man in the room is.

Every time he glances at you stand up and scream, "Stop Looking At My Tits!"

Inform every woman that walks by that your date is hung like a squirrel.

No matter what his name is call him Chico.

Find a way to insert the word vasectomy into every sentence.

Pull the food off your fork with your teeth and growl.

If you do any of this stuff and the man doesn't run like a gun-shy dog you may be out with a serious psychopath or the most desperate man on Earth. Either way, my advice would be to excuse yourself to the ladies room and sneak out the window.

—*Greg White*

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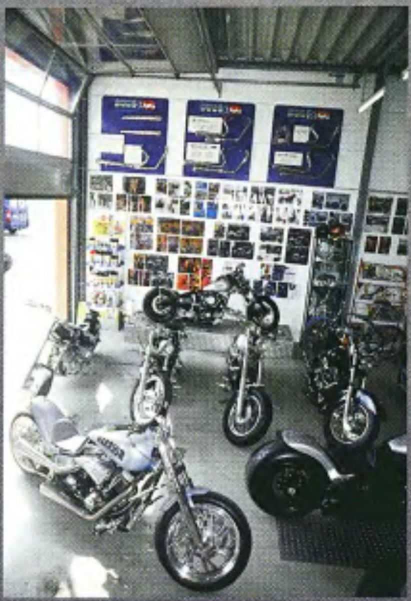
Marcus Walz makes bikes the way he likes them—long, low and mean. And if customers don't agree with the Teutonic maestro he'll send them on their way. As he said, "If a bike has my name on it, it has to be something that people will admire. I will not construct a bike for someone that I feel does not complement the reputation of my company. My philosophy is not to imitate, but innovate."

The avant-garde designer/fabricator was born in 1967 in Heidelberg, Germany, and from an early age showed an aptitude for adapting two-wheeled modes of transport.

LONG, LOW, AND MEAN

WALZ-HARDCORE CYCLES

As a child, he would modify bicycles to suit his particular taste, and in his teenage years would take great delight in customizing mopeds by installing bigger wheels, tuning the powerplants, etc. Once he reached the age of 18, Marcus quickly obtained a driving license and bought his first Harley three years later. The 1956 model rigid was at the time painted satin black, but the innovative owner soon had it disassembled and rebuilt to his own liking, retaining only the frame, engine and gearbox casings in stock form. A repaint in silver was the finishing touch to the



HARDCORE

much modified machine and once it had been featured in various bike magazines, the inevitable outcome was that people began to seek out the builder in order to have him create a custom sled for them.

Soon it became evident that Marcus' flair for all things mechanical—something which was nurtured in his employment as an industrial mechanic in a plant that bottled fruit juices—would be more profitably engaged in the bike business. He duly gave up the factory job in favor of working full-time on custom bikes.

With a mechanical engineering degree and a goal to build the best bikes on the planet, the hobby became his livelihood and demand for his services took off to the point that the fledgling company outgrew its original agriculture abode (a barn in the town of Schwetzingen) in nothing flat. In 1994 Marcus moved to an industrial unit on the outskirts of Hockenheim. Here he constructed a radical '87 Softail and following its completion made the decision never to build another rigid. Oh well....

One year after moving to the Pfaelzer Ring building, it was necessary to hire additional staff in order to keep the workflow moving along at an orderly pace. Two mechanics came onboard, along with a lady to answer the phone. Currently, the staff roster numbers six and their distinctive made-to-order bikes are being produced as quickly as practical. Marcus told us that "customers seem relatively nonplussed with the one-year waiting list, figuring that it's better to wait for a Hardcore machine than have their bike built somewhere else."

Formula One racecar driver Pedro Deniz is a good friend of Herr Walz, and it was through him that Marcus met Eddie Jordan, owner of the team that bears his name. Eddie was impressed with the quality of Hardcore's bikes. He saw a couple of the drag-style framed, fat-wheeled scooters parked outside a bar in Monaco when the grand prix was in town and the astute Irishman subsequently gave Marcus the go-ahead to produce an F1 custom under the Team Jordan moniker. This inimitable exercise showcased the Hardcore name at Daytona during Bike Week in 2001 and is regarded as an important move into the nouveau-riche market where high-end bikes can provide correspondingly improved profit margins.

Marcus has never been bottom line driven, however, preferring to get satisfaction from building his wares how he feels should be the case and has no qualms about declining certain projects where design opinions between the customer and himself differ from the get-go.

All of the Hardcore Cycles custom bikes have some fairly hardcore names. Reaper, Destroyer and Atrocity (built for the heavy metal band of the same name) are examples of grim monikers that tend to stick in the mind, and this is all part of the game plan formulated by Germany's Bad Boy of radical customs.

Not that the one-time male model is all macho. When his mother passed away in September 1999, it was a bitter blow to the company where she was an integral part. He thought about selling the thriving concern in order to look after his distraught father, but instead opted for a six-month sabbatical. Along with longtime girlfriend Christina, they plan to buy a house in Ibiza where dad can spend time in more benevolent climes. Marcus feels that Hardcore Cycles' manager Frank Sander and guard dog Tonka can look after the business in his absence, leaving him to concentrate on styling aspects and public relations, both of which he handles in inimitable style.

His show bikes boast price stickers ranging from 59,000 DM to 120,000 DM, the latter being the tag attached to the bike called Destroyer. Millennium, one of a production run of just five, also retails for 120,000 DM. There's a bulky catalog available from the company, which is the exclusive German distributor for Arizona's RC Components and also the exclusive European distributor for Azusa, California's Joker Machine.

There's one particular provision attached to buying a Hardcore custom: customers can have the bike painted any color they want...as long as it's silver. And not just any shade of silver because it has to be the same distinctive hue in which movie icon James Dean's Porsche 550 Spyder was supplied from the Porsche factory. Marcus is an ardent fan of the silver screen rebel laid to rest in Fairmount, Indiana, and it's just his unique way of paying tribute to the late actor. Hell, he's even painted his Chevy Corvette in the same custom mix as the bikes! Eccentric? Maybe, but there's no denying that when it comes to creativity, Marcus Walz has it in spades.

—Andy Willsheer

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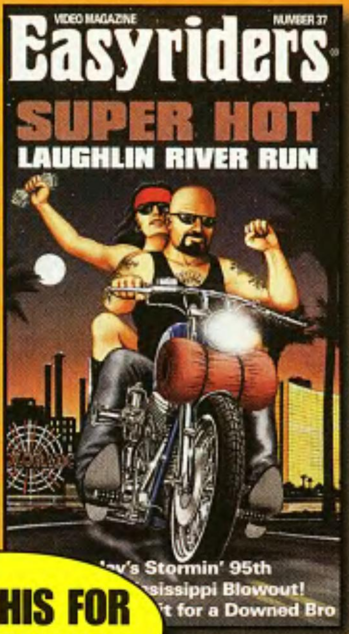

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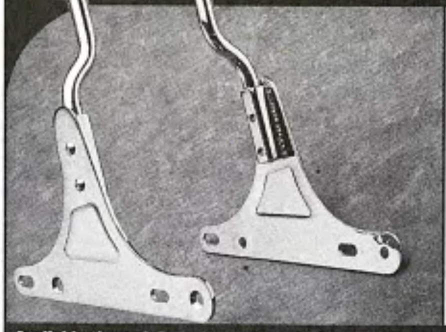
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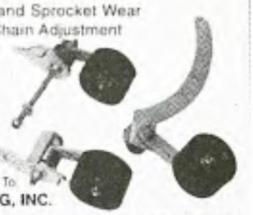

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1997	12	13	14	15	16	17
1998	18	19	20	21	22	23
1999	24	25	26	27	28	29
2000	30	31	32	33	34	35
2001	23	24	25	26	27	28

EARLYRIDERS	SPRING	SUMMER	FALL	WINTER
1994		1		
1995	2	3		

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1995			1	2	3	4
1996	5	6	7	8	9	10
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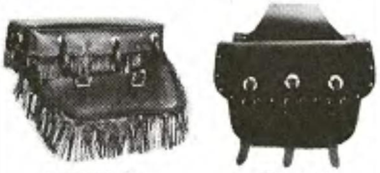

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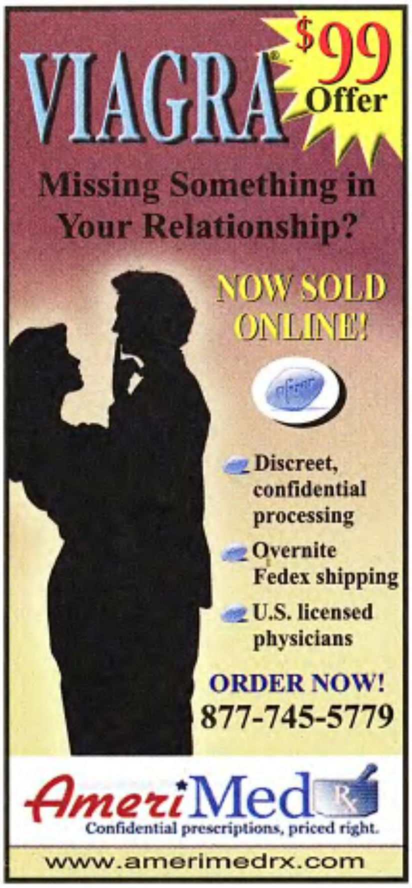

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1988		176	177		179						185	
1989	187			190	191		193	194	195			
1990			201	202		204	205	206		208	209	210
1991	211	212	213	214		216				220		222
1992		224			227				231	232	233	234
1993	235				239		241	242				
1994					251							
1995		260						266	267	268	269	270
1996			273	274	275		277	278	279	280	281	282
1997						288	289		291	292	293	
1998	295	296	297	298	299	300	301		303		305	
1999	307		309		311	312	313		315		317	318
2000	319				323			326	327			330
2001	331	332		334	335	336	337	338	339	340	341	
2002		344	345	346	347	348	349	350				

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3/23	Charlotte Honda/Yahama - Charlotte, NC
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4/5-4/6	Proud Foot Motorcycles - Ft. Meyers, FL
4/12-4/13	Roeder's Harley-Davidson - Monroeville, OH
4/19-4/20	Bob Dron Harley-Davidson - Oakland, CA
4/24-4/28	Laughlin River Run - Laughlin, NV
5/3-5/5	Virginia Beach Bike Classic - Virginia Beach, VA Holiday Trav-L-Park
5/10-5/11	Easyriders of Wichita - Wichita, KS
5/15-5/19	Myrtle Beach Bike Week - Myrtle Beach, SC Suck Bang Blow
5/23-5/25	Coastal Cycles - Myrtle Beach, SC
5/31-6/2	Easyriders of North Carolina - Hunterville, NC
6/7-6/8	Bud's Harley-Davidson - Evansville, IN
6/11-6/16	Laconia Bike Week - Fun Spot - Laconia, NH
6/21-6/22	Gutterridge, Harley-Davidson - Danville, IL
6/28-6/29	Stock's Harley-Davidson - Manitowoc, WI
7/5-7/7	Pending
7/12-7/13	NY State H.O.G. Rally - Liverpool, NY
7/18-7/20	Abate of Indiana Rally - Harrodsburg, IN Bean Blossom Boggie
7/25-7/27	Honda Homecoming - Maryville, OH
7/31 (Wed)	Forest Cycle Works - Flint, MI
8/2-8/4	Overturf Power Sports - Springfield, IL
8/5-8/11	Sturgis Bike Week - Full Throttle Saloon Sturgis, SD
8/16-8/18	Chi-Town, Harley Davidson - Tinley, IL
8/23-8/24	Number One Cycle H-D - Centre Hall, PA
8/31-9/1	Southern Tier H-D - Binghamton, NY
9/7-9/8	Loess Hills Rally - Council Bluff, IA
9/13-9/14	Easyriders of Salt Lake - Salt Lake City, UT
9/20-9/21	San Jose Harley-Davidson - San Jose, CA
9/27-9/29	Sauk Prairie Harley-Davidson - Sauk City, WI
10/4-10/6	Bike Blues and BBQ Rally - Fayetteville, AR
10/11	Jim's Harley-Davidson - St. Petersburg, FL
10/17-10/20	Biketoberfest - Daytona Beach, FL
10/24-10/27	OPEN
11/1-11/3	Steel Pony Express - New Orleans, LA
11/8-11/10	OPEN
11/15-11/17	OPEN
11/22-11/24	OPEN
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HEADWINDS LIGHTS
Bright Ideas For Your Bike

Since it was founded in 1992, Headwinds has been making quality lighting for motorcycle and hot rod builders. Today Headwinds has truly become a household name when it comes to custom motorcycle headlights, and judging by the number of new products that the company keeps putting out it seems as if these folks aren't going anywhere any time soon.

All Headwinds headlight buckets are made of thick aluminum, which is first mandrel-spun and then CNC-machined to finish off the outside shell. The next step consists of boring the housing and threading it to mount the bulb and the screw-in bezel, followed by a polishing regiment that takes up to 25 minutes per bucket and yields a mirror-like finish. The operation stops here if you order a polished headlight, or it's off to the plater's if you choose a chromed version.

Headwinds' headlight housings are offered in 7-inch, 5 3/4-inch, 4 1/2-inch and 2-inch diameter, while turn signals are offered in 3-inch and 1 3/8-inch diameter. Generally any combination of housing style, size, groove pattern and mount is available in both chrome and polish aluminum. Mounting hardware and lamps are also available to make installation a snap. Headwinds also stocks carbon fiber headlights.

Anyway, just check out the following presentation, as we single out a few items out of Headwinds' large selection.

Headwinds recently celebrated their 10th anniversary by expanding their manufacturing facility by 65%. The greater capacity will allow Headwinds to better serve their customers with increased production, new product development, and testing capabilities. Contact Headwinds at 626-359-8044 for more information, or log on totheir Web site www.headwinds.com. You can meet Headwinds representatives at bike runs and rallies such as Sturgis, Daytona's Biketoberfest, and Easyriders' Pomona Bike Show.

—Lafayette

The latest from Headwinds is their 2-inch, billet 35-Watt spotlights and light bar/lower tree cover. This setup adds light to the dark roads where you need it. With one bolt, the light bar is easily installed on your stock wide or narrow glide front end, covering the ugly cast surface of your stock tree. It provides a stable platform to mount the spotlights. The lightbar features grooves to hide spotlight wires.

The first ever D.O.T. approved, 4 1/2-inch H4 dual filament 60/55W halogen lamp from Headwinds is the first of its kind. It features a wave-cut reflector and black dot tri-bar design with a clear lens.

Tradewinds high-quality imported billet aluminum headlights are chrome plated and available in 5 3/4-inch and 7-inch housings, with or without visors. Sugg. retail is $249.

The small, 4 1/2-inch headlight housing for choppers—Concours Bullets and the Rockets—with their streamline shape can add style to any bike. Headlight housings are internally threaded and the bezel screws into clamp down on the lamp. The billet bracket adds to the pristine and clean look.

W H A T   Y O U   N E E D   T O   K E E P   I T   Y O U R S

SecureMeasures

There are very few things that suck quite as much as walking out to where you left your scooter parked only to find yourself standing there, wondering if someone is playing a cruel trick on you. Standing there hoping you were just too drunk the night before to remember where the hell ya parked, thoughts race through your mind 'bout as quick as the bastards that runnoft with yer bike. Like I said, it sucks.

Once the reality sets in, all you can do is report the crime to some badge-bearing doughnut biter who'd rather be writin' you up a ticket for some lame-ass infraction than finding your bike. As a detective on the local motorcycle theft task force once told me as I was reporting a stolen bike—and I quote, "Mayberry's gotten pretty big so Barney and Andy don't have a lot of time to waste on findin' stolen motorsikles." So much for "Protect and Serve." Don't get me started.

So when you travel by bike or just have her parked at home, you need to keep your baby safe from the bottom-feeding bastards that make their living off your hard-earned efforts. And short of sneaking your bike into your room through the lobby of your motel or keeping it in the living room, bike security shouldn't be taken lightly. Of course a good insurance policy is a must, but that's another issue altogether.

What we can do for ya is give you a look at some of the ways you can deter a thief, and since they'll usually go for the easiest bike to snatch (bein' lazy dirt bags and all) makin' yours harder to steal is about all ya got. That and a loaded 9mm.... *—Boxcar*

The Motorcycle Club

Made by the same folks that made The Club for autos is the new Motorcycle Club. This cleverly named device features a 6-inch inside width and adjusts from 8 1/2 to 11 1/2 inches in height. The unit completely separates into two halves for easy use and the 7-pin circular key lock is virtually pick proof. The Motorcycle Club features tough, tempered-steel construction with a heavy vinyl coating to protect your paint and chrome. It's available from any Custom Chrome dealer, so find out more today by contacting CCI at 800-729-3332, or visit their Web site: www.customchrome.com.

Snake Lock From J&P

The Snake Lock is 1 inch in diameter and is available in 40- 60- and 72-inch lengths so you can easily lock your bike to a stationary object. The flexible Snake links surround a 14mm heavy-duty steel cable that offers the ultimate in security and ease of storage. The outside of the lock has a PVC coating to protect the paint and chrome on your bike. The Snake is available directly from J&P Cycles. To get yours contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.

STOP "Armed Guard" Paging System

Protect your bike with the Armed Guard's advanced circuitry design that utilizes the most powerful transmitter allowed by law to protect your bike two ways. First is to interface the Armed Guard to any STOP or other alarm. When the alarm is triggered the beeper will be activated, providing all the benefits of an alarm plus pager. The second is to use the Armed Guard as a stand-alone paging system. Automatically armed, multiple sensors continuously monitor the bike's frame and ignition circuit with an effective silent alarm plus pager notification. Contact Chrome Specialties at 800-811-8904 or www.chromespecialties.com to find out where to get yours today.

Harley-Davidson Factory Security System

Equip your 2000 or later Harley-Davidson VRSC, Dyna, Softail or Touring model with the only security system designed and approved by the Harley-Davidson Motor Company. When armed, the Security System disables the starter and ignition while monitoring the electrical system and vehicle motion with adjustable sensitivity. Minor disturbances trigger a momentary warning, major ones an unbroken 30-second alarm after which the Security System returns to monitoring. An optional self-powered Smart Siren kit adds a piercing scream, which sounds even if the battery cable is cut. The security system is armed and disarmed with a remote control, waterproof key fob utilizing state-of-the-art, rolling-code technology. If the fob is not available, the rider may disarm the system by keying a previously entered personal code. A flashing status indicator informs the rider that the security system is armed or disarmed. When armed in the Transport Mode, the Security System disables the starter and ignition, but monitors only the electrical system. The vehicle may be moved, but electrical tampering triggers an alarm. An Extended Storage Mode keeps the battery from discharging when the security system is armed for extended periods of time.
For more info or to get yours, contact your local H-D dealer.

Kryptonite New York Chain

The New York Chain is paired with the Evolution 2000 disc lock for the ultimate protection for your ride. The chain resists bolt cutters, saws or crowbars and is covered in a flexible, rugged, black nylon webbing with the Kryptonite logo in large, bright letters. The chain measures 6-feet long so you can lock two bikes together or to a stationary object. For more information click on www.dragspecialties.com or contact your local Drag Specialties dealer.

MID-USA Disc Brake Locks

Don't let a bike thief simply roll your motorcycle away. Install one of these hardened alloy steel Disc Brake Locks any time you get off of your most prized possession. All locks include two tamper-resistant, round-style keys and a bright yellow sticker to help remind the driver to remove the lock before attempting to ride away. Also included is a rubber-coated lock mount that keeps the lock from rattling when not in use and can be bolted to any convenient location on the motorcycle. Available with a short throat (45mm) for use with up to a 5mm (0.200-inch) thick drilled disc or a long throat (72mm) that is designed for use with a non-drilled brake disc up to 8mm (0.320-inch) thick. Available in red, black or chrome. For more info contact MID-USA at 800-632-0024, or check out their Web site at www.mid-usa.com.

Harley-Davidson Soft Bag Lock

Finally, a simple theft deterrent for soft saddlebags that eliminates the need for constant emptying or worrying about your belongings. This ingenious set includes four individual stylized locks and two keys. Fits most soft bags with 1 1/2- to 2-inch-wide bucket-style straps.

Cobralinks Locks From Biker's Choice

Cobralinks flexible cable-like lock is available in 4-, 5-, 6- and 7-foot lengths, and two diameters. This unique system features a carbon steel cable lock that is armored with tamper-proof hardened steel links, then covered in a protective nylon mesh to prevent nicks and scratches. Put the Cobra to work for you with a Cobralinks lock. Call the Biker's Choice dealer referral number 800-343-9687 for more information and availability.

CCI Bike Balls Motorcycle Locks

Bike thieves have balls and so should you…Bike Balls, that is. These attractive, small and effective balls are made of casehardened, chrome-plated steel with a virtually pickproof circular tumbler lock to keep crooks at bay. All Bike Balls locks include a leather holster so they're easy to take along and are available for Softail or FXR neck locks or there's one made especially for discs. They're available from any Custom Chrome dealer, so get yours by contacting CCI at 800-729-3332, or visit their Web site: www.customchrome.com.

Mini-Disc Lock From J&P

What could be worse than getting back on that long waiting list because some creep stole your bike? Help keep your bike yours with this added security measure. This high-quality rotor lock is bright orange for high visibility, is small enough to fit in your pocket and comes with four keys and fits most front drilled disc rotors. To get yours contact J&P Cycles at 800-397-4844, or go to their Web site: www.jpcycles.com.

EV Fork Padlock By Harley-Davidson

A heavy-duty, through-hardened, tool-steel shackle with the H-D logo branded into the molded nylon casing are some of the features that make this lock a popular item. The EV fork padlock supplies added security and provides superior weather resistance. Key registration and replacement service is available. See your local Harley dealer for more information.

Xena Disc Lock Alarms

Here's the slickest disc brake lock around. The Xena Disc Lock Alarm features an ear-piercing, shock-sensing alarm. Not only will the alarm sound if the bike is moved, but also if you're inebriated enough to try to ride off without remembering to remove your lock. Xena uses an ultrahigh-security lock with a virtually pick-proof, 7-pin cylinder-style lock and key. Contact Chrome Specialties at 800-811-8904 or www.chromespecialties.com to find out where to get yours today.

New York Disc Lock 3000

This new and improved lock by Kryptonite provides the greatest defense against theft. Security features include a new PikSafe cylinder, double-deadbolt design and hard kyptonium steel with "crossbar over crossbar" construction. The NYDL includes a black nylon carrying pouch with belt-clip and a colorful cable to remind you that the lock is in place before riding off into the sunset. They're available from any Custom Chrome dealer, or get yours by contacting CCI at 800-729-3332, or visit their Web site: www.customchrome.com.

STOP "H" Series Alarms

This new system comes in three models designed exclusively for Harley-Davidson motorcycles. The factory wiring does not need to be altered to install the alarm, making security a breeze. All models use low-power circuitry, are waterproof, vibration and temperature resistant, and include Harley-style connectors with installation instructions. All sensor packages include an adjustable impact sensor, sidestand tilt sensor, ignition sensor, starter kill, warning LED and siren. Contact Chrome Specialties at 800-811-8904 or www.chromespecialties.com to find out where to get yours today.

Thunder Page Paging Alarm System

Protect your investment from the bad elements with this ultimate security system by Thunder Page. Designed specifically for the Harley-Davidson motorcycle makes this complete paging-type alarm system easy to install in 30 minutes or less. Features programmable RF remote transmitter, with a 2-mile range, automatic smart arming, and remote panic function. Alarming device incorporates an industry-first, built-in gyroscopic digital tilt accelerometer. This on-board sensor can be mounted and set in any position with flawless performance. And as if that wasn't enough, how about a "jump-out-of-your-shoes" 125-dB siren to run off thieves. For a complete list of all features call the Biker's Choice dealer referral number 800-343-9687 today.

Spartan Alloy Steel Lock

The Spartan lock features a 6-foot-long, high sheer-strength, tempered, steel-braided cable that is vinyl covered for vehicle protection. The Spartan comes complete with two security-coded keys (100,000 combinations). The long cable lock allows securing the bike to large objects, other bikes or hard-to-reach anchors. Call Biker's Choice at 800-343-9687 for a local dealer and more information today.

Harley-Davidson U-Lock

This sturdy, carbon steel lock features a double deadbolt, H-D branded crossbar with centered keyway location. Key registration and replacement service is available, truly making this a one-time lock purchase. See your local H-D dealer for more info.

Gorilla Cycle Alarm

This is one gorilla that will make any thief feel like a chimp. The ultracompact Gorilla Cycle Alarm has a 2-button remote transmitter and is packed with features to keep thieves from monkeying with your bike. The alarm features tilt sensing, current-sensing and shock-sensing capabilities. When triggered, it sounds a 120dB-alarm siren with five different tones. An automatic warn-away mode lets a thief know this bike is protected. The remote has a panic-activation switch that can trigger the siren from up to 100 feet away. The Gorilla has Direct To Battery installation so it takes less than 20 minutes to equip and protect your bike. Comes with three separate mounting options: mounting bracket, hook-and-loop fasteners or wire ties. For more information, click on www.dragspecialties.com.

Spartan Alloy Steel Lock

This lock features a unique tamper-proof design that is virtually indestructible. The body is made from hardened alloy steel that houses a large 17mm diameter locking "pin" and drill-proof lock mechanism that is easily mounted to any flat surface (brake rotor) for securing bike. Comes complete with two security-coded keys (100,000 combinations) and carrying bag. Call the Biker's Choice dealer referral number 800-343-9687 for a local dealer for more information and the available styles and sizes today.

Xena XC-1 Disc Lock
This new, chrome-plated disc lock from Xena features a built-in electronic alarm, concealed locking pin and extra-strong alloy body to resist tampering. Includes a handy mounting pouch so it's easy to take along on the road. The XC-1 has a 2 3/4-inch slot depth and is suitable for motorcycles 125cc and larger. For more info click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Krypto Disc Brake Lock
This is the best-looking way to prevent ride or roll away theft we've seen yet. The Krypto Disc Lock looks great while it securely attaches to disc rotor vent holes with hardened steel shaft, preventing movement. High-security cylinder-style keys prevent lock picking. The Krypto is available in show-quality chrome or with a high-visibility yellow finish. They're available from any Custom Chrome dealer, by contacting CCI at 800-729-3332. Visit their Web site at www.customchrome.com.

Self-Locking Gas Caps from Harley-Davidson
Functional and stylish, these polished, chrome-plated caps feature a convenient self-locking mechanism and a stamped Harley-Davidson logo on the keyhole cover, maintains the same features as the OE gas cap and comes complete with two keys. See your local Harley dealer for more info.

Scorpio Paging Security System
Don't walk away from your ride unless you know it's protected by the best. The Scorpio System is loaded with features but is compact enough to be hidden out of sight since the module is smaller than a matchbox. It'll even withstand heat, water and severe vibrations. The dual-axis, G-force microprocessor electronically measures changes in the earth's gravity to detect tilt, vibration, shock and motion. Features a 125dB 6-tone siren, programmable remote transmitter, flashing lights, LED indicator with violation display, digital paging system, RCS (Range Confirmation Signal) and pre-wired connectors for easy installation. Also features an ignition disable with Anti-Hijack and a perimeter sensor to protect saddlebags, luggage and accessories. For more information click on www.dragspecialties.com or contact any Drag Specialties dealer.

H-D Disc Brake Lock
Designed to prevent roll-away theft, this lock provides tough security protection and resists cutting, sawing, and chisel attacks. Easy to use push-button/snap-shut lock mechanism offers simple operation. Compact and sleek design is embellished with a brilliant chrome-plated finish and includes a stamped Harley-Davidson logo. Includes key registration and replacement service and limited lifetime warranty. See your local Harley dealer to get yours today.

NADY MA-300P Alarm/Pager System
Now here's a motorcycle security system that boasts high-performance functions at an economical price. The Nady system installs easily by any do-it-yourselfer using the included instructions. The alarm sets up with eight levels of sensitivity that is easily programmable from the remote controller. Features a powerful 115dB piezo siren, 8-second activation panic circuit, pager, and two key-ring transmitters with a 200-foot range. Manufactured by the same people who know motorcycle communication systems, NADY. Call the Biker's Choice dealer referral number 800-343-9687 for more information and availability.

Xena Viper Coil
Here's a heavy-duty, plastic-coated, multi-strand cable complete with a drill-proof barrel key lock, and push-in locking system to keep your bike secure. Available in 3-, 6 1/2- and 8-foot lengths so you can secure your bike to a stationary object to prevent "lift and load" theft. They're available from any Custom Chrome dealer, or by contacting CCI at 800-729-3332. Visit their Web site at www.customchrome.com.

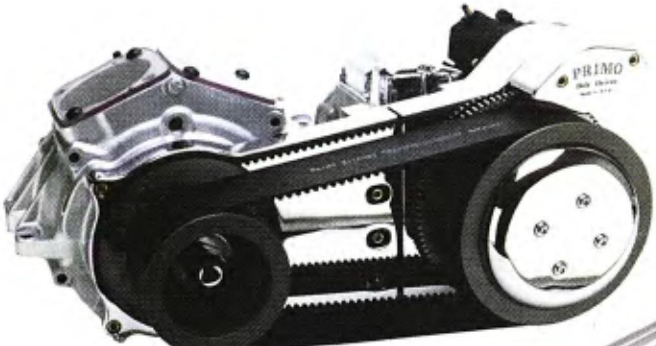
Kryptonite Stainless Steel Round Padlock
This padlock from Kryptonite features an armored-protected shackle, deadbolt locking and a deep-welded body for all-weather performance. The lock measures 2 3/4 inches x 70mm and can be used with most chains, cables and some neck locks. For more info click on www.dragspecialties.com or contact any Drag Specialties dealer.

WE'RE BUILDING YOUR DREAM BIKE!

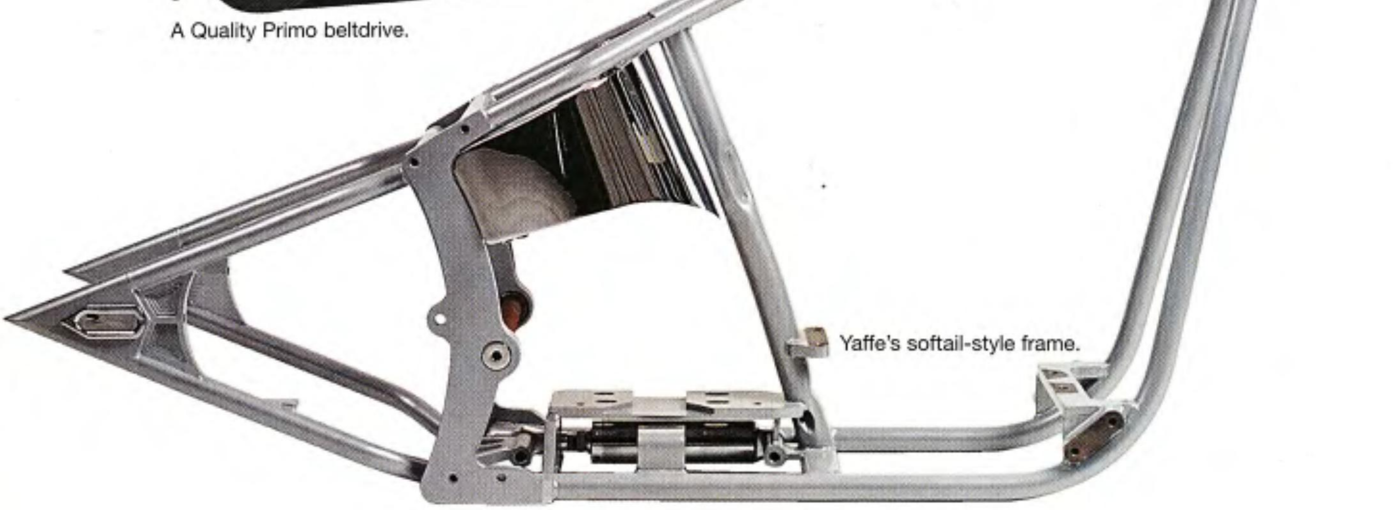
There's going to be a winner, and it might as well be you. Somebody's going to get a phone call from the *Easyriders* office telling them they've won themselves a Paul Yaffe custom chopper built especially for J&P Cycles by Paul Yaffe himself (get to work, Paul).

For the past six years J&P Cycles, about the universe's largest retailer of motorcycle parts, components and accessories, located in Anamosa, Iowa, has given away a bike.

Win A J&P Cycles/Paul Yaffe/Easyriders/CCI Chopper



A Quality Primo beltdrive.



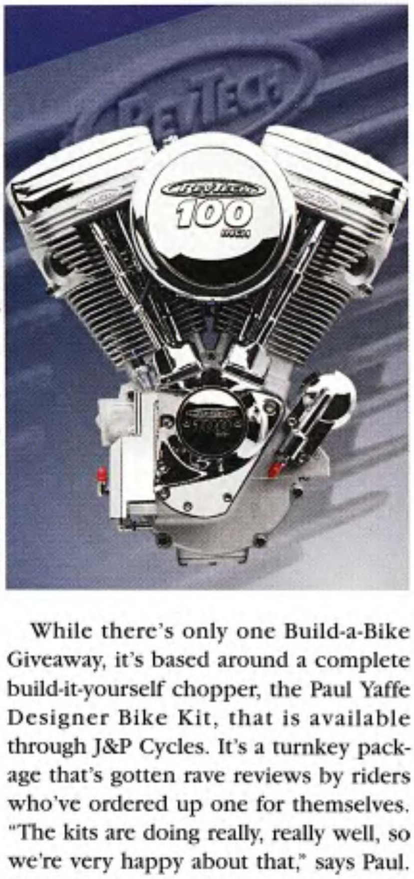
Yaffe's softail-style frame.

Paul Yaffe fenders.

Yaffe's wild Zombie tank.

Classy Yaffe handlebars.

J&P calls it their "Build-a-Bike Giveaway." Around here, we call it the ultimate Christmas present. Let's say J&P likes spreading the word about their immense line of products and came up with the Bike Giveaway idea because they and *Easyriders* also like spreading some extra cheer especially around Christmastime. It will definitely be the season to be merry when this badass Yaffe blaster is handed over to its new owner. And it's a FREE deal. Just add gas (and yeah, tax and license) and ride it away. Sure your photo will be plastered all over *Easyriders* for the world to see but, hey, that's a small sacrifice, being famous, right? We figure if you can handle this 100-inch CCI/RevTech-powered chopper, you can handle the limelight.



Photos: Butch Lassiter, CCI, and J&P Cycles

While there's only one Build-a-Bike Giveaway, it's based around a complete build-it-yourself chopper, the Paul Yaffe Designer Bike Kit, that is available through J&P Cycles. It's a turnkey package that's gotten rave reviews by riders who've ordered up one for themselves. "The kits are doing really, really well, so we're very happy about that," says Paul. "I've got a lot of feedback…people building them are thrilled with them. I bumped into half a dozen guys who were riding them around Daytona during Bike Week. I kept running out in the street and going, 'hey, man, nice bike!' They had no idea who I was," laughs Paul. "I stopped one guy, and quizzed him up and down. He was talking about how he had a great experience building it, how well it handled, and how well it fit him ergonomically. It's nice to see our vision of chopper attitude rolling around out there, and also how the individual owners are adding their custom spin to them. There are different paint jobs and things like moving the instruments around and cutting fenders a little shorter, the personal touches that make each one a little different." One of our editors has been tooling around on one of the Paul Yaffe chopper kits and agrees it's the easiest-to-ride chopper he's ever ridden.

This J&P Cycles/Paul Yaffe Chopper will include a long list of Paul Yaffe components including his chopper swingarm frame with a 40-degree rake and 6-inch stretch, Zombie gas tank, roadster oil tank, exclusive rear fender and D front fender. You'll also find Paul's custom exhaust, custom chopper bars, pistol grips handlebar sets, custom seat, custom intake, Paul Yaffe Signature Series billet wheels and matching billet pulley and rotors. Staying true to the Yaffe chopper styling, the kit offers billet triple trees, extended front end with chromed fork legs, chromed chopped handlebar control kits and billet forward control plus a set of Avon tires.

Paul Yaffe offers these chopper kits through Custom Chrome, so naturally there is a wealth of quality CCI parts and products on this wild scoot. In fact, Custom Chrome generously donated the Yaffe Bike Kit to J&P for this project. The heart of this bike will be the mighty RevTech 100-inch polished motor, a RevTech polished 6-speed transmission, and a Primo belt drive. Pictured here are just a few of the components that will make this the bike of your dreams. Naturally, when Paul gets through bolting it all together, the chopper will also be wearing one of his wild custom paint jobs.

Check out examples of the kit on the Web at: www.paulyaffeoriginals.com. You can also see and buy the kit on the J&P Cycles Web site www.jpcycles.com. You'll find the Paul Yaffe Designer Bike Kit listed as J&P Part No. 95-375CC. They also have a new 824-page catalog that could be the ultimate wish book including 90 pages of all new stuff adding to the 35,000 different part numbers listed.

By the way, the National Motorcycle Museum just doubled in size to 12,000 square feet with over 120 great bikes on display. In fact, it was named Iowa's Tourism Attraction of the Year, so when you're in J&P Cycles' neighborhood, make sure you drop in.

Don't forget to enter to WIN this bike (see the J&P ad in next month's issue). Like we said, someone's got to win, and it might as well be you. *—Paul Garson*

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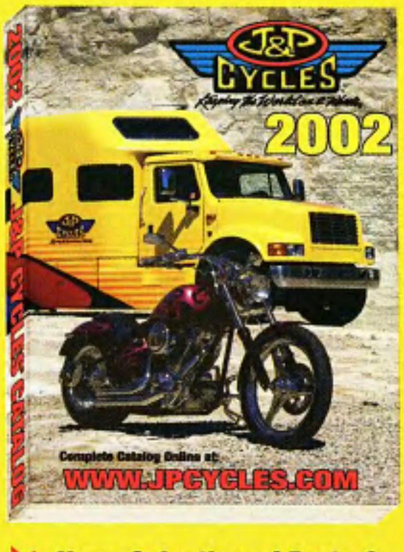

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MID-USA'S
Power House 114 Motor

Only a few years back, only drag racers had V-twin engines with displacements in the triple digits. Since then a lot has changed and motor designers in the U.S. have learned a great deal about megamotors. They've been able to build streetable reliability into those fire-breathing beasts that were once made exclusively for racetrack duty. The Power House 114, distributed by MID-USA, is one such motor. Advanced design and manufacturing techniques along with extensive research and development went into the production of this unique engine. Recipient of the "Motor of the Year" award at V-Twin Expo 2001, the Power House 114 uses the best materials and components available and relies on an innovative design that allows it to safely run at 7,300 rpm and deliver smooth, reliable power. You heard right.

The massive 4 1/4-inch bore combined with the 4-inch stroke requires the utmost in power transfer components. The pistons feature a 3-point cylinder-contact design to evenly distribute thrust loads. The side-by-side connecting rods run on automotive-style plain bearings, with offset wrist pin supports so that the cylinders stay in line, maintaining the traditional 45-degree V-twin look. The 1-piece crankshaft features a 2-inch-diameter rod journal and is housed in bulletproof crankcases. The heads are machined from billet aluminum and house the roller rocker arms in a 2-piece rocker cover.

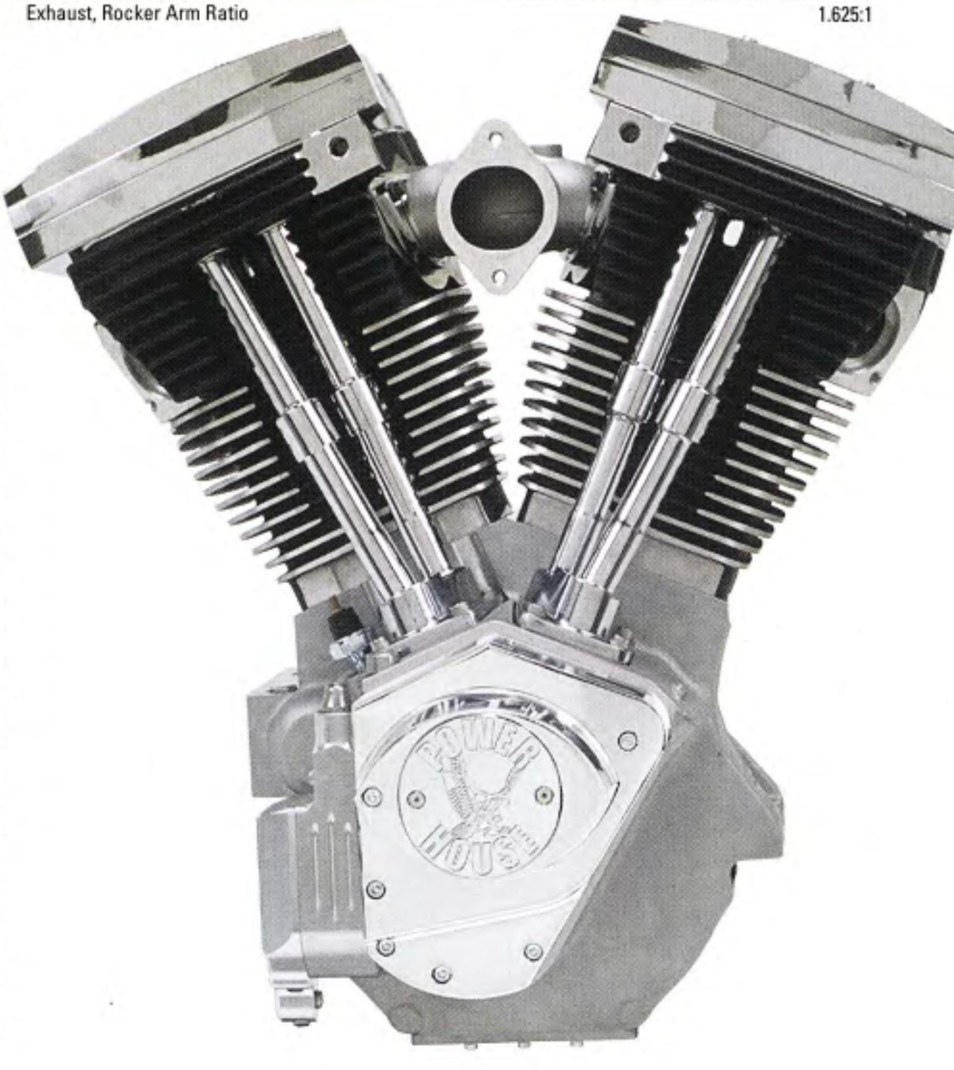
With an S&S Super G carburetor and a set of Cycle Shack 2-inch, tapered pipes, the Power House114 produced 134 horsepower and 130 foot-pounds of torque. The Power House 114 fits all big twin frames designed for the Harley Evolution-style engine. Each engine is shipped in a specially constructed polyethylene-shipping container, along with manufacturer's statement of origin.

Call 800-632-0024 to find out more about MID-USA's Power House 114 megamotor, or visit them online at www.mid-usa.com.

—Lafayette

SPECIFICATIONS

Displacement	114ci (1868cc)
Bore Size	4.255-inch
Stroke Length	4-inch
Rod Length	7.750-inch
Rod, Journal End I.D.	2-inch
Rod, Wrist Pin End I.D.	0.927-inch
Compression Ratio	9.5:1
Combustion Chamber Size	90cc
Intake Valve, Head Diameter	2.050-inch
Exhaust Valve, Head Diameter	1.750-inch
Intake Flow@28-inch Water	280 CFM
Exhaust Flow@28-inch Water	240 CFM
Intake, Valve Lift	0.656-inch
Exhaust Valve Lift	0.618-inch
Intake, Rocker Arm Ratio	1.725:1
Exhaust, Rocker Arm Ratio	1.625:1



Special Features

You're in for a surprise if you thought that the preceding prose was a bit too technical, because it's about to get downright nasty. Read on and reach for the aspirin bottle!

- Crankshaft halves are made from E4340H forgings that have been hardened and tempered, and feature integrated sprocket and pinion shafts.
- Two-inch O.D. crankshaft journal is made from 4041 billet then hardened, tempered, hard chrome-plated and ground to +/- 0.0001-inch. It is then welded in place to prevent movement.
- Forged H-beam-style connecting rods by Carrillo with Babbitt-type big end bearings.
- Exclusive 3-point contact cast pistons by KB Performance Pistons.
- Roller tip rocker arms by JIMS.
- Engine cases cast from 356-T6 aluminum by Delkron.
- Cam/Gear cover machined from 6061-T651 billet aluminum by Delkron.
- Tru-Bore cast from iron valve guides by Rowe.
- Ultra-Touch Quickset Pushrods. Made from lightweight 4130 chrome-moly steel and machine tapered for maximum strength. Patent pending.
- Cast iron tappet blocks with high-rev hydraulic lifters by Velva Touch.
- Cylinders are cast around the sleeves for a no slip fit. Cylinder sleeves by L.A. Sleeve.
- Steel breather gear by S&S.
- Power flex piston rings by Hastings.
- Tru-Forged, severe performance, stainless steel, 1-piece, high-flow valves with hard chrome stems and 4140 chrome-moly tip.
- High-flow cylinder heads made from 6061-T6 billet aluminum.
- Bolted-in-type main bearing case inserts for dependability.
- Bottom-mounted engine case in spection plate.
- Constant-pressure, high-return-rate oil pump made from 7075-T6 billet aluminum.
- Manual-operated compression-release valves for improved hot-engine restart.
- Engine case mounted lubricating/ cooling oiler jets that spray the underside of the pistons.

- Two-piece rocker arm covers designed for easy access, made from 6061-T6 billet aluminum.
- Chrome-silicone double damper valve springs for reduced spring harmonics.
- Top valve spring collars machined from titanium for high strength and light weight.
- Valve seals made from fluro-viton for reduced oil consumption and exact valve stem lubrication.
- O-ring-type seals at the cylinder base and head for maximum sealing power.
- Dual spark plug heads for reduced emissions and a more complete fuel burn rate.
- Overall height of engine is the same as an OE Evolution and will easily fit into an Evolution-style frame.
- Includes electronic advance ignition that is switchable for your choice of single fire or dual fire.
- Six-month limited warranty with un limited mileage.

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ReadersRides

Ronald Sobol
Hicksville, New York
2001 Custom FXR

A few years back, Ronald found himself in a quandary. Eagerly desiring a new set of wheels to straddle, but unwilling to, as he puts it, "give my local dealer five grand over the MSRP," he embarked upon a two-year journey into bike building territory to come up with this beauty.

"I've moved since then, so I won't mention who the local dealer was at the time," he says. "But I also knew I didn't want a basket full of new parts that I had replaced with custom parts."

So what's a guy to do? Why, he nabs himself a good friend named Steve, takes a good look at the '79 Triumph he's been riding on a daily basis and digs in. "My Triumph is one great handling bike, so I knew that my big twin had to be light and handle well," was his conclusion.

Photos: Owner

Since there's no better frame for Ronald than that of an FXR, he opted for a 2000 Custom Build with a 31-degree rake, which he then adorned with a 1-piece gas tank, an inverted Storz front end, a pair of Ness wheels, and some fenders from West Coast Choppers. "They said it couldn't be done," he adds without explaining who "they" might have been, "but that's a frenched license plate in a 7-inch fender."

The 80-inch Evo motor was outfitted with an Andrews EV46 cam and a Crane single-fire ignition and is allowed to exhale through a set of 2-inch Hookers (as opposed to a set of 10-inch Gigolos?). Stopping power is provided by JayBrake, and when Ronald twists the throttle, he holds on for dear life to a set of Big Bars.

"Nothing could have the 'bolted-on' look," he says, opting for the currently so-popular "glued-on" look. "I finished the bike one week before Sturgis 2001, and I knew I had done a good job after the third person there said, 'That's one clean bike!' I must admit, it made me feel good."

He'd also like to thank Steve for "helping me wrench this baby together." Hey, you should have done that after the bike got done, bro. —*Tripper*

ReadersRides

Shawn Kornowski
Green Bay, Wisconsin
Custom Softail

"I hate stock," is the reason Shawn gives for the existence of this beautiful sled. "I want to have custom, and I gotta be different!" Vandervest Harley-Davidson in nearby Peshtigo was given the task of scratching Shawn's considerable itch. It's a pretty tall order when you consider the bike's a ground-up custom with hardly anything actually from Harley.

"It's the second custom bike they did," Shawn claims. "The frame came from Chopper Guys, with a 35-degree rake and a 2-inch stretch, and it's got Milwaukee Iron fenders and dash, a 200 rear tire, Performance Machine rims, a Pro-One front end, Accutronix forward controls, a 42mm Mikuni flatside carb, Samson pipes, Carlini handlebars, and a comfy Le Pera seat.

The motor, at last, is from Harley; it's an 80-inch Evo with a 10:1 compression and ported and polished heads, although the cam is from Powerhouse and has a 0.530 lift. The 5-speed tranny is also from Harley.

The ultra-orange pearl and Magic Bouffe pearl flame was laid down by Steve Tuttle, who owns Hog Wild Custom Paint & Graphics and mixed the rest of the colors himself. "I just told him basically what I wanted," Shawn told us. "I wanted some flames and a skeleton ripping out of the tank, and he took it from there and did an excellent job."

Helluva Harley, dontcha think?

"It took 'em about a year to finish it, but it was definitely worth the wait," says Shawn, who's entered the bike in several bike shows already and says with obvious pride, "I've won Best of Show in each one. I've got a bunch of trophies in my room and don't even know where to put 'em anymore."

That should make up for some of the dough he's spent on his sled, and Shawn, who makes his living as a heating and air conditioning guy, says that if he ever gets another one, "I'm definitely gonna build it myself."

I guess that would ensure even more uniqueness, wouldn't it?

—Tripper

Photos: Owner

LaVar Elison
Riverton, Utah
1998 Softail

LaVar televises sewers for a living. Yeah, that's what I thought: I know there's a lot of shit on TV, but who'd want to sit there and watch the insides of sewage lines on his set? Maybe even during dinner? "Hey, hon, this is delicious, but look on teevee, that's what it's gonna look like in a few hours! Ain't this a riot?"

I guess folks in Utah aren't very demanding when it comes to entertainment. Except for LaVar and his twin brother LaMar (would I kid you?); they like to ride their bikes a lot, and LaVar likes to wrench. He's rebuilt LaMar's bike and came up with this winner, too.

"I originally had John Muller at Classic Motorcycles build it in kind of a stock look," LaVar says. "But then I started looking around and noticed that there's a lot of stock-looking bikes, so I tore it all down again and redid almost everything."

For reasons of being different, LaVar outfitted his ride with a MID-USA frame cradling a 96-inch S&S motor. Straddling the frame are Rus Werniot fenders and a stretched Dave Perewitz gas tank, in the bottom of which he had his buddy Ryan Orr ("the finest machinist I know") cut an arc. Add to that some Ness parts like the cam cover, air cleaner, dash, grips, running boards, and lifter blocks, as well as Paul Yaffe mirrors, a Vance & Hines exhaust pipes, Headwinds lights, Corbin seat, Xtreme Machine wheels, pulley, and rotors plus HHI calipers, and you've got yourself a unique looking bike.

"Also, the bike was lowered 2 inches with front and back lowering kits from White Bros.," LaVar says.

But apparently, LaVar's been bitten by the wrenching bug, 'cause he's already changing the looks of his bike again. "Also, I told my wife that it's her turn now, I'd build her a bike, but she just said, she didn't feel comfortable riding one, why don't I get myself another one," LaVar laughs.

Maybe she'd rather watch that new TV series, *Raw Sewage Live*, LaVar. Ever consider that?

—Tripper

Photos: Owner

David Bos
Denver, Colorado
1961 Cushman Eagle Hardtail

Our readers from Denver have always enjoyed our special consideration, because, well, quite frankly, they live in the mile-high city and the air tends to be pretty thin up there. This is in no way meant to discriminate against denizens of Denver, but they do tend to come up with some of the crazier concoctions we have had the honor to survey. The latest example comes to us from David and can be admired here. It's a '61 Cushman Eagle, hardtail version, which may look unusual to the untrained eye, but does even more so to the trained one.

"I found it in a guy's garage," David told us, introducing his Frankensteinian creation to us, "and it was about 10% of what you see here."

Luckily, Dave, a local DJ, knew of Al Gullion, "one of the top-five dealers for old Cushman parts," says Dave, "and with his expertise and the mechanical genius of Luke Newens, Al's mechanic, I put what I thought would be a radical backstreet type chopper together."

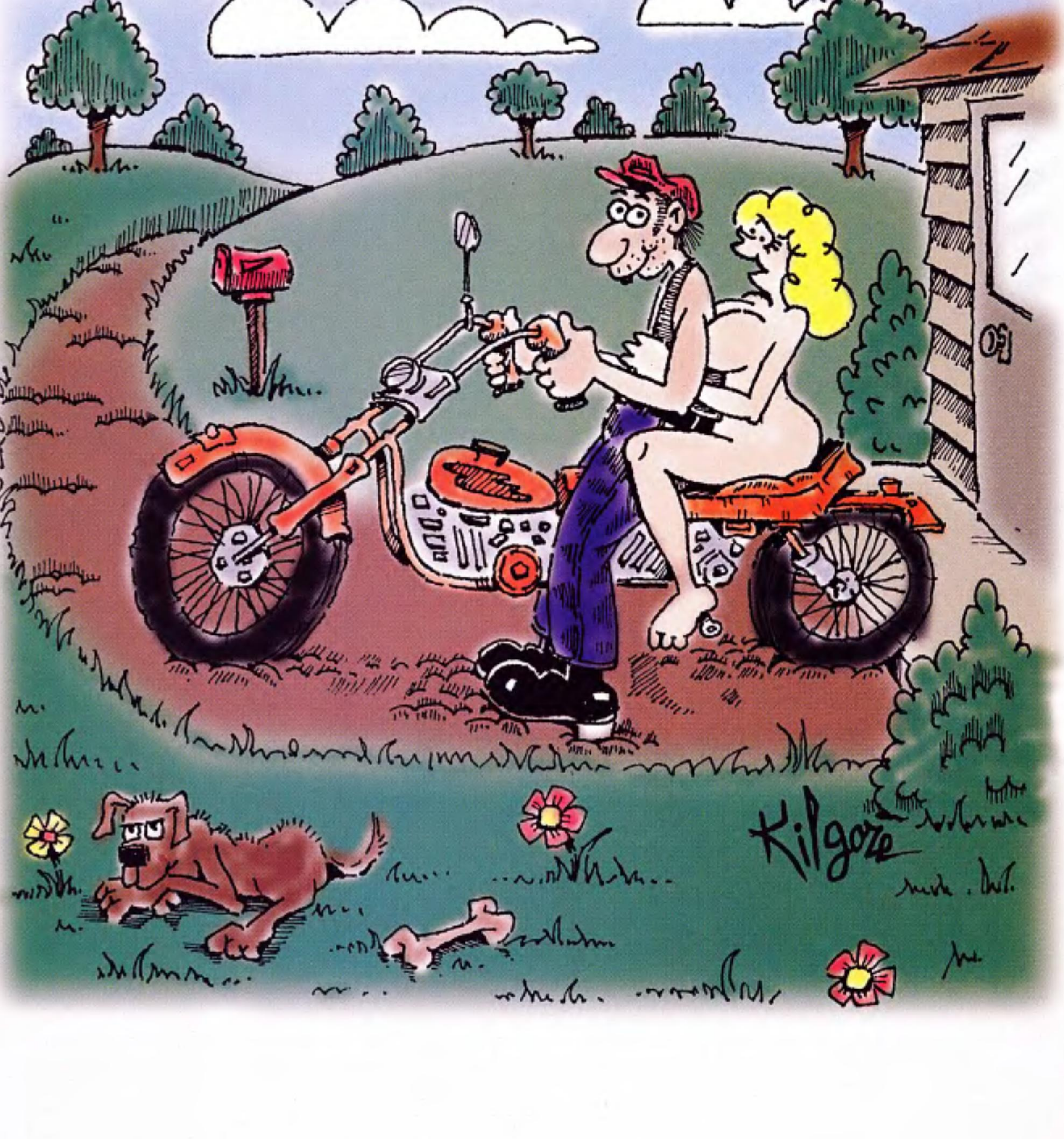
But don't be fooled by its size. With its custom exhaust pipes from Elbert Faris Creations, this puppy roars like a lion, or at least "like a 1200 Sportster with straight pipes," says Cruisin' Dave, as he's known around Denver. "It's got a great deal of Harley parts on it, like lighting, bags, seat, handlebars...anything we could buy from Harley."

The motor, by the way, is a Vanguard V-twin with "somewhere between 300 and 320 ccs," according to Dave, while the automatic tranny also comes from Elbert, as do the brakes. The only things stock are the frame ("for registration purposes"), the front end, and the wheels. We don't doubt that the wheelie bar is a necessity. "It's got so much low-end torque, it'll do a wheelie with no problem." Yahooie!

When not smoking the rear tire, "it'll cruise comfortably at 55," Dave says, "And we clocked it once with a Harley at about 76 or 77. If I'm riding with other bikers, I'm not afraid to go out on the highway. And I've learned how to avoid those manhole covers."

—Tripper

Photos: Owner



"I didn't have time to get dressed…hope you don't mind."

THE BIKE WITH THE LONG NAME...FOR LONG RIDES

2002 FLHTCUI ROAD TEST

When the time comes to do some serious two-wheeled traveling, and I'm talkin' about more than just a few hundred miles a day, havin' a bike built expressly for that purpose is a real pleasure. Yeah, I'm gettin' older and find pleasure in a few more creature comforts on occasions these days, so I jumped at the chance to board Harley's 2002 Ultra Classic for a road test.

As we rode out in the cool morning air the plush seating and traditional fairing were the first noticeable benefits, and the ample storage space had made packing the night before a breeze. Of course how could I forget, the stereo really does help the miles pass, although a few more watts would be really cool.

There's nothin' as fulfilling as havin' the miles roll by under the wheels of a road-worthy machine ya built yourself, but the comfort afforded by the touring bikes Harley offers these days can make even the most staunch chopper pilot think twice.

Equipped with a modernized batwing fairing, the Ultra looks a lot like a vintage Electra Glide from the '60s or '70s. The good ol' hard saddlebags are lockable and the lids can't blow off like in the old days plus they have enough room for plenty of fresh socks and T-shirts (this keeps the girls swarming instead of the flies). This also keeps ya from having to use the hotel room sink or a stream as a laundromat. Hell, when I was done packin' I even fit a spare pair of jeans inside, which I rarely bring. And then there's the Tour Pak which adds capacity and

is easy to pop open for access to a map, camera, sunscreen or it can be a handy place to stash the extra layers of riding gear for when the temps drop. And if you happen to be taking along a little hottie for company on the trip, just ask her what she thinks of the passenger accommodations after a few miles. This baby even has rear speakers and if you're into the full helmet thang, you can plug right into an intercom system.

The Ultra is powered by a fuel-injected 88-inch Twin Cam of course, and actually feels pretty powerful, even in stock trim. There was a time or two on a steep incline where a 95-inch kit would have been appreciated, especially if you're riding two-up.

HARLEY DAVIDSON
Ultra Classic

The fuel injection allows a "real" cruise control, not just a throttle lock, to be fit to the bike. This allows you to set it and forget it for a while on those long stretches of freeway. Shifting was smooth and virtually effortless and it's even possible to nudge the shifter with your heel, sans clutch, and let the bike drop easily into fifth instead of reaching up to grab the clutch—lazy, yes, but the tranny didn't seem to mind.

Housed inside that classically styled fairing is an electronic speedo, odometer with trip meter, fuel gauge and low-fuel warning light, ambient temp gauge, oil pressure gauge and there's even a politically incorrect cigarette lighter that we're sure you'll only use to charge your cell phone. The hand controls include the cruise control, along with stereo controls and the CB and intercom buttons.

The Classic we tested came in one of our favorite colors, Vivid Black, complete with a classy logo and pinstriping to boot. Comfort and power, classic styling and sure-footed handling were all there in the Ultra Classic—the only trouble is we don't want to give it back! *—Boxcar*

General

Year and make: 2002 Harley-Davidson
Model: ....Ultra Classic FLHTCUI
Assembly: ....Harley-Davidson

Engine

Year: 2002
Builder: ....Harley-Davidson
Ignition: ....Harley-Davidson
Displacement:........88 cubic inches
Compression ratio: 8.9:1
Fuel system: ....Sequential Port Fuel Injection
Pipes: ....chrome dual blunt-cut

Transmission

Year:..........................2002 5-speed
Primary: ....dual-row chain

Painting

Painter: ....Harley-Davidson
Color: ....Vivid Black

Frame

Year: ....2002 Harley-Davidson
Type: ....rubber mount
Rake: ....26 degrees
Shocks: ....Harley-Davidson

Accessories

Handlebars: ....touring
Risers: ....built in
Handlebar controls: Harley-Davidson
Fenders: ....Harley-Davidson
Headlight: ....billet
Taillight: ....side mount
Speedo: ....digital
Pegs: ....Harley-Davidson
Foot controls: ......Harley-Davidson
Gas tank: 5-gallon
Seat: ....Harley-Davidson
Mirrors:......................................two
Grips:....................Harley-Davidson
Oil system: ....Harley-Davidson

Front end

Type:..............................Wide Glide

Wheels

Front

Make: ....Harley-Davidson
Size: ....16 x 3.5
Tire: ....Dunlop MT90B16 71H
Brake: ....H-D 4-piston

Rear

Make: ....Harley-Davidson
Size: ....16 x 3.5
Wheel: ....H-D cast 9-spoke
Tire: ....Dunlop MT90B16 74H
Brake: ....H-D 4-piston

Photos: ....Ken Ross

" 'Course I'm home—There's nothin' else open at 4 in the morning!"

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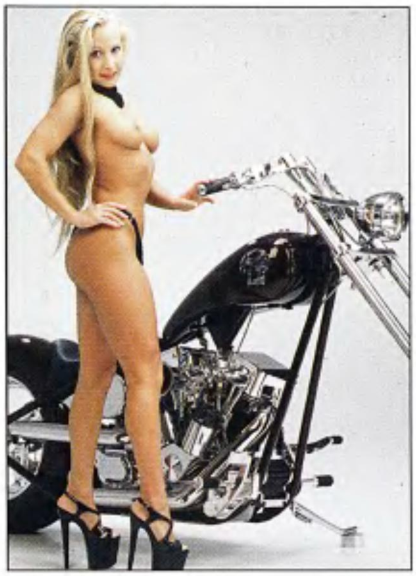
ComingAtYa

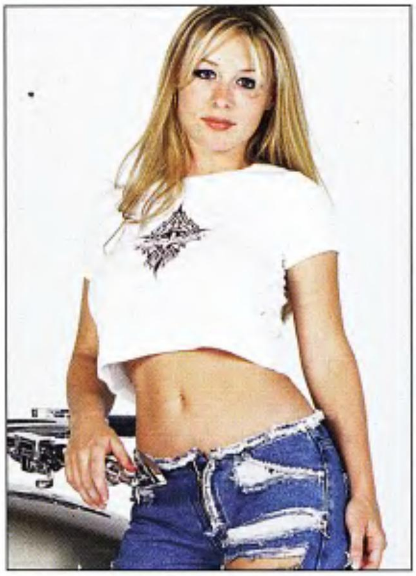
The outrageous October 2002 issue of *Easyriders* (No. 352) is a ghoulish gaggle of frightening fun. We start off with all the mind-melting madness of the Myrtle Beach Run before heading west to check out the First Daze of Summer Run.

Our custom bike garage is packed with pleasing putts and showstoppers from our Bike Show season including a wild hubless rear wheel chopper from Billy Lane, a Russ Tom road racer, Chica's Von Dutch bobber, and Eddie Trotta's Camel bike. We'll also road test MCC's wild new production chopper.

This is also our Tattoo Special where you'll see more kick-ass biker ink than ever before. If that's not enough we'll unveil six nasty new custom motorcycles by top builders in a 32-page outsert that's aptly named, "Wicked Rides!"

On sale September 3rd





The sizzlin' September 2002 issue of *V-Twin* (No. 17), serves up 11 tasty, radical rides and a dazzling desert tray of gorgeous women filled with lip-smackin' goodness. Meet the sexy Cycles Sluts in the best biker film you'll never see! Meet master bike builder Johnny C. of L.A. Choppers, and hit the road with a True Road Tale that tells it like it is. You'll find a wide array of custom bikes including a wild ride from Surgical Steeds, a classy Dave Perewitz putt, and a road test of Honda's new VTX 1300, the little brother to the mighty 1800. We'll also bring you a Guide to Aftermarket Wheels for your bike and show off some wildly wicked clothing from Silver Star. It's an all-out bad-to-the-bone bike buffet taste treat in the succulent September issue of *V-Twin*.

On sale August 13th

The awesome October issue of *Biker* brings you a righteous rigid pan, a Saudi Arabian shovelhead, and killer coverage of both Daytona and Arizona Bike Week! It's more fun than a slippery nipple! Honest. *On sale August 20th*

September's issue of *In The Wind* (No. 110) is jammed with the Daytona Bike Week action we all seek. Plus, see Kombat Kitty purr on a hot '35 VL. A 32-page outsert (newsstands only) reviews the 2002 Easyriders Bike Show Tour. *On sale now!*

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